E-3518872

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

No. 2021/CEDO/SD/IRSOD/2021/Track Centre New Delhi, dated as signed

The General Manager,
East Coast Railway,
Bhubaneswar

Sub: Track Centre of new line in case of Engineering Posts coming in between the tracks.

Ref: CAO/Con/ECoR letter no. CAO/Con/BBS/Misc/Spl/03 dated 16.12.2025

With reference to above, it is clarified that:

Stipulation of Para 808(3) of IRPWM-2024 regarding fixing of Engineering indicators on triple or multiple lines is being reproduced below:

"For intermediate tracks on triple or multiple lines, engineering indicators should be fixed between tracks to within 300mm from rail-level, to avoid infringements of standard dimensions".

Railway may take necessary action accordingly.

19/12/25

(किशन रावत)
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. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055
2. PCE, East Coast Railway, Bhubaneswar
3. CAO(Con), East Coast Railway, Bhubaneswar
4. PED/CE(P), Railway Board, New Delhi

Issued through e mail
19/12/25 A DE(C)IVIL)

E-3487515

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

No. 2025/CEDO/SD/01/ECoR- KARAKAVALASA **New Delhi, dated as signed**

The General Manager
East Coast Railway,
Bhubaneswar.

Sub : **KARAKAVALASA Station Yard** – Sanction for Grade Condonation as per Note d (i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade (i) 1 in 64.3 between Ch: 597.35m and Ch: 727.65m (UP & DN line) for existing slip siding on KTV end for a length of 130.3m (ii) 1 in 60 between Ch: 485m and Ch: 2363m (DN line) for a length of 1878m and 1 in 63 between Ch: 2363m and Ch: 3152m (DN line) for a length of 789m for proposed catch siding on KRDL end in **KARAKAVALASA Station Yard** at KM. 84.123(F/KTV) which is steeper than 1 in 100 in connection with proposed doubling between Kottavalasa-Koraput on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway.

Ref: (i) Railway Board letter no. **2025/CEDO/SD/01/ECoR- KARAKAVALASA** dated 19.03.2025- **stands withdrawn**
(ii) CCRS office letter no. Q.11010/01/2024-TW/285, dated 24.01.2025
(iii) ECoR letter no. W-1/PLG/CRS/Cond/KVLS Yard/8585, dated 18.12.2024

With reference to ECoR's above applications dated 18.12.2024 {ref.(iii)}, sent through the Chief Commissioner of Railway Safety, New Delhi; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d (i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade (i) 1 in 64.3 between Ch: 597.35m and Ch: 727.65m (UP & DN line) for existing slip siding on KTV end for a length of 130.3m (ii) 1 in 60 between Ch: 485m and Ch: 2363m (DN line) for a length of 1878m and 1 in 63 between Ch: 2363m and Ch: 3152m (DN line) for a length of 789m for proposed catch siding on KRDL end in **KARAKAVALASA Station Yard** at KM. 84.123(F/KTV) which is steeper than 1 in 100 in connection with proposed doubling between Kottavalasa-Koraput on Kottavalasa-Kirandul line in Waltair Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulations as under :

i. Provision of Slip siding shall meet safety requirements of all lines at station. The track profile in yard/approaches as well as location & adequacy of lengths of Slip siding shall be approved by CTE of zonal railway in consultation with PCSO.
ii. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 100 will be followed.
iii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
iv. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable, shall be done after securing vehicles as per G& SR 5.20. Sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles out of control.

v. Following actions shall be taken by LP before leaving in case of load/train is stabled on li... having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
   a. Application of both SA-9 and A-9 brakes.
   b. Application of Hand brakes and parking brakes.
   c. Securing the Loco with wooden wedges provided on loco.

vi. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.

vii. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.

viii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.

ix. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.

x. Shunting shall be supervised by person as specified in Para 5.13 & 5.14 & 5.20 of GR and relevant SR.

xi. Hand, loose and fly shunting is strictly prohibited.

xii. Train should not be drawn up to the last stop signal and held on the steep gradient.

xiii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line

xiv. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.

xv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.

xvi. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.

xvii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.

xviii. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in **KARAKAVALASA** station yard ESP, SIP, SWR and SWRD.

xix. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient.

2. Board's letter of even no., dated 19.03.2025 stands withdrawn with immediate effect.

17/12/25

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

No. 2025/CEDO/SD/01/ECoR- KARAKAVALASA **New Delhi, dated as signed**

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/01/ 2024-TW/285, dated 24.01.2025

17/12/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Letter issued through q mail
17/12/25
ADE(CIVIL)

E-3514313

R-2315745

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

No. 2025/CEDO/SD/RS/02/RCRIV-TATA YODHA 2.0 2024 **New Delhi, dated as signed**

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

Sub : Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum diameter on tread of new carriage or wagon wheel (730mm) and Minimum height of fully loaded vehicle (1145mm)** of Rail Cum Road Inspection Vehicle (RCRIV) Model- 'TATA YODHA 2.0 2024" GA Drawing no. AR029009003 supplied by M/s Tranz Rail Solutions, Noida.

Ref: (i) CCRS office letter no. Q.14011/03/2025-26-TW, dated 15.10.2025
(ii) RDSO letter no. CT/TMM/GENERAL, dated 28.08.2025

With reference to RDSO above applications dated 28.08.2025 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, New Delhi; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum diameter on tread of new carriage or wagon wheel (730mm) and Minimum height of fully loaded vehicle (1145mm)** of Rail Cum Road Inspection Vehicle (RCRIV) Model- 'TATA YODHA 2.0 2024" GA Drawing no. AR029009003 supplied by M/s Tranz Rail Solutions, Noida, as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV (D) of IRSOD is as under:

i. **Clause 2(ii)-** Minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5mm from wheel gauge face infringes by 237mm (i.e. 493mm instead of 730mm)
ii. **Clause 10-** Minimum height above rail level for floor of any fully loaded vehicle infringes by 580mm (i.e. 565mm instead of 1145mm)

12/12/25
(किशन रावत)
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[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2025/CEDO/SD/RS/02/RCRIV-TATA YODHA 2.0 2024 **New Delhi, dated as signed**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-55 w.r.t. his endorsement No. Q.14011/03/2025-26-TW, dated 15.10.2025
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. PED/Tk(M&Mc), Railway Board, New Delhi

12/12/25
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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E-3478188

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

No. 2024/CEDO/SR/22(1)/BRM D-IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

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

Sub : Future Improvement of Ballast Regulating Machine Model "USP 2010 SWS" (Transportation code BRM D)

Ref : (i) Railway Board letter no. **2024/CEDO/SR/22/BRM D-IR-DFCCIL-60kmph**, dated as signed
(ii) CCRS office letter no. Q.12011/08/2024 25-T.W, dated 17.10.2024
(iii) RDSO's letter no. TM/HM/S086/BRM-USP2010 SWS/DFCCIL, dated 30.07.2024 & no.TM/HM/S086/DFCCIL dated 18.08.2025
(iv) RDSO's Provisional Speed Certificate (PSC) no.TM/HM/ S082/BRM-USP 2010 SWS/DFCCIL, dated 14.03.2024 & & its Amendment no. 1 dated 13.11.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation code BRM D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor 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 **following measures for future improvement of the above rolling stock**:

(i) Considering the fact that these machines are supposed to be operated on main line section with other main line stocks, all safety related features like Vigilance control device (VCD), dead man handle, Crew Voice and Video Recording System (CVVRS) & Fog Pass Device (FPD) at par with locomotives should also be incorporated in the all future specifications of such machines.

(ii) Machine operation on main line is a very critical operation and being allowed to private man through OEM which may keep on changing every time and it is very difficult to ensure skillsets & awareness of necessary G & SR rules required for operation of machine on main line. Hence, it is advised to plan for IR/DFCCIL owned suitable operating crew cadre for (LP, ALP & LI) running operation of all such departmental machines / stocks to ensure safety of train operation over DFCCIL/IR network.

(iii) It is noted that the most the machine operations are still manual and does not look to be aligned with latest available technology. It is advised to make fresh assessment of recent

available technology / machines in the track maintenance field to have current and efficient machines and ensuring up-dation of existing specifications of machine suitably adopting required changes for future requirement, accordingly.

(iv) 4 no. CCTV cameras have been provided to assist the operator carry out the ballast regulating operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days.

(v) Machine may be equipped with centralized Computer based Monitoring & Control System to monitor the health of various systems such as engine, hydraulics, pneumatic & electrics. The data so captured should be displayed in driver's cab. Arrangement should also be made for downloading & analyzing the data.

(vi) At present the stock is proposed to be operated at a speed of 60 Kmph based on the Provisional Speed Certificate issued by RDSO. Oscillation trial of the stock should be planned & conducted at the earliest and Final Speed Certificate issued to utilize its full speed potential.

(vii) Hand operated hydraulic pump has been provided for retraction of machine parts like side plough, centre plough, broom etc. belt in case of failure of main engine. Feasibility of provision of emergency standby power pack or other assisting aid for folding back the machine, using suitable electrical pump etc to be explored in future design of such machines.

(viii) All the three systems i.e. regulation of shoulder ballast by outer flap and regulation/cleaning of ballast from the top of the sleeper and pandrol clips should work simultaneously to make machine operation efficient to have expected tangible output.

(ix) The machine is equipped with fire safety measures such as Linear Heat Detectors and fire extinguishers. It is suggested that water mist based (Nitrogen pressured) Automatic Fire Suppression System as provided in LHB Pantry Car & Power Car may be provided in the engine room of proposed stock for enhanced fire safety

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

12/12/25

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

No. 2024/CEDO/SR/22(1)/BRM D-IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/08/2024 25-T.W, dated 17.10.2024
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. Principal Executive Director Track (M&Mc), Railway Board

12/12/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
12/12/25 ADE (CIVIL)

E-3478188

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

No. 2024/CEDO/SR/22/BRM D-IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

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 Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation code BRM D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/08/2024 25-T.W, dated 17.10.2024
(ii) RDSO's letter no. TM/HM/S086/BRM-USP2010 SWS/DFCCIL, dated 30.07.2024 & no.TM/HM/S086/DFCCIL dated 18.08.2025
(iii) RDSO's Provisional Speed Certificate (PSC) no.TM/HM/ S082/BRM-USP 2010 SWS/DFCCIL, dated 14.03.2024 & & its Amendment no. 1 dated 13.11.2024

With reference to RDSO above application dated 30.07.2024, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" (Transportation code BRM D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways 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.TM/HM/ S082/BRM-USP 2010 SWS/DFCCIL, dated 14.03.2024 & & its Amendment no. 1 dated 13.11.2024, to be read alongwith latest available amendments, if any for operation up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation, 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 01.05.2023, along with sanction letter and 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, as per extant procedure

ii. In case of emergency situation like failure of machine in block section, provision of para 3.6.4 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section.

iii. 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

iv. **For operation over DFCCIL, DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.**

v. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.

vi. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines

vii. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.

viii. Proper facilities for diesel and water filling at machine sidings shall be made available.

ix. While working on any of double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.

x. Any part which are meant for operation/maintenance 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 extended beyond the MMD envelop & also to ensure minimum electrical clearance the as per SoD.

12/12/25

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

No. 2024/CEDO/SR/22/BRM D-IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/08/2024 25-T.W, dated 17.10.2024
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. Principal Executive Director Track (M & Mc), Railway Board

12/12/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
12/12/25 ADE(C)IV(L)

R-2305374

E-3478272

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

No. 2024/CEDO/SR/23/CSM 3XDGS D -IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

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 Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/07/2024 25-T.W, dated 17.10.2024

(ii) RDSO's letter no. TM/HM/S086/09-3X Dynamic/DFCCIL, dated 30.07.2024 & no. TM/HM/S086/DFCCIL, dated 18.08.2025

(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/ S082/09-3X Dynamic/DFCCIL, dated 27.03.2024 & its Amendment no. 1 dated 13.11.2024

With reference to RDSO above application dated 30.07.2024, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways 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. TM/HM/ S082/09-3X Dynamic/DFCCIL, dated 27.03.2024 & its Amendment no. 1 dated 13.11.2024 to be read alongwith latest available amendments, if any for operation up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation, 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 01.05.2023, along with sanction letter and remarks of the Railways/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

ii. In case of emergency situation like failure of machine in block section, provision of para 3.6.6 of provisional speed certificate (PSC) are to be followed and ensured for the clearing the block section.

iii. 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

iv. **For operation over DFCCIL, DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.**

v. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.

vi. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines

vii. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.

viii. Proper facilities for diesel and water filling at machine sidings shall be made available.

ix. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.

x. Any part which are meant for operation/maintenance 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.

02/12/25

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

No. 2024/CEDO/SR/23/CSM 3XDGS D -IR-DFCCIL- 60kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/07/2024 25-T.W, dated 17.10.2024
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. Principal Executive Director Track (M & Mc), Railway Board

02/12/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
03/12/25 ADE(CIVIL)

E-3478272

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

No. 2024/CEDO/SR/23(1)/CSM 3XDGS D -IR-DFCCIL- 60kmph New Delhi, Dated as signed

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

Sub : Future Improvement of Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D)

Ref : (i) Railway Board letter no. **2024/CEDO/SR/23/CSM 3XDGS D -IR-DFCCIL-60kmph** , dated as signed
(ii) CCRS office letter no. Q.12011/07/2024 25-T.W, dated 17.10.2024
(iii) RDSO's letter no. TM/HM/S086/09-3X Dynamic/DFCCIL, dated 30.07.2024
(iv) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/ S082/09-3X Dynamic/DFCCIL, dated 27.03.2024 & its Amendment no. 1 dated 13.11.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of Continuous Tamping Machine with integrated Dynamic Stabilizer, Model No. "09-3X Dynamic" (Transportation code CSM 3XDGS D) supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor 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 **following measures for future improvement of the above rolling stock**:

(i) Considering the fact that these machines are supposed to be operated on main line with other revenue operation, all safety related features like Vigilance control device (VCD), dead man handle, Crew Voice and Video Recording System (CVVRS) & Fog Pass Device (FPD) at par with locomotives should also be incorporated in the all future specifications of such machines.

(ii) Machine operation on main line is a very critical operation and being allowed to private man through OEM which may keep on changing every time and it is very difficult to ensure skillsets & awareness of necessary G&SR rules required for operation of machine on main line. Hence, it is advised to plan for a IR/DFCCIL owned suitable operating crew cadre for (LP, ALP & LI) running operation of all such departmental machines / stocks to ensure safety of train operation over DFCCIL/IR network.

R-2305363

E-3478272

(iii) It is noted that most machine operations are still manual and does not look to be aligned with latest available technology. It is advised to make fresh assessment of recent available technology / machines in the track maintenance field to have current and efficient machines and ensuring up-dation of existing specifications of machine suitably adopting required changes for future requirement, accordingly.

(iv) Cab ergonomics may be reviewed for required necessary improvement to ensure seating comfort & visibility operation performed.

(v) Pre-tamping track parameter, desired track parameter & post tamping track parameter shall be superimposed, displayed on the operator screen & stored for better analysis & appreciation of machine performance.

(vi) 4 no. CCTV cameras have been provided to assist the operator carry out the ballast regulating operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days.

(vii) Machine may be equipped with centralized Computer based Monitoring & Control System to monitor the health of various systems such as engine, hydraulics, pneumatic & electrics. The data so captured should be displayed in driver's cab. Arrangement should also be made for downloading & analyzing the data.

(viii) At present the stock is proposed to be operated at a speed of 60 kmph based on the Provisional Speed Certificate issued by RDSO. Oscillation trial of the stock should be planed & conducted at the earliest and Final Speed Certificate issued to utilize its full speed potential.

(ix) The machine is equipped with fire safety measures such as Linear Heat Detectors and fire extinguishers. It is suggested that water mist based (Nitrogen pressured) Automatic Fire Suppression System as provided in LHB Pantry Car & Power Car may be provided in the engine room of proposed stock for enhanced fire safety.

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

02/12/25

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

No. 2024/CEDO/SR/23(1)/CSM 3XDGS D -IR-DFCCIL- 60kmph New Delhi, Dated as signed

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055,w.r.t. his endorsement No Q.12011/07/2024 25-T.W, dated 17.10.2024
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. Principal Executive Director Track (M&Mc), Railway Board

02/12/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail

03/12/25 ADEC(CIVIL)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड RAILWAY BOARD

No: 2018/M(N)/172/1 (E-3323008)

Date: 29.11.2024

Director General
RDSO
Lucknow

Sub: Simplification and Unification of Operating Speeds for Different Types of Wagons
Ref: (i) CCRS letter number M.15013/1/2017-18-TW dated 07.11.2024
(ii) Railway Board's Letter Number 2015/M(N)/951/31 dated 21.04.2022

1. CCRS vide his letter under reference (i) has expressed concerns and advised to ensure uniform speed of Rolling Stock in all configuration/condition and common to other similar stocks for operational ease and safety.

2. In addition Railway Board had already advised RDSO vide reference (ii) for upgradation of wagons to 100 kmph. The matter has been deliberated at Railway Board and the following is advised.

3. Henceforth, the speed certificate issued by RDSO (Provisional and Final) for wagon stock should follow only anyone of the following speeds:
   i) 60 kmph
   ii) 75 kmph
   iii) 100 kmph

**It is, however, understood that for some time, due to track limitations, 25t axle load will be permitted to run only at 45 kmph in loaded condition.*

(Amit Kumar Agarwal)
Additional Member (Mechanical Engineering)
Railway Board

Copy to: MTRS – for kind information please

Room No.517-A, Rail Bhavan, Raisina Road, New Delhi-110001

2025/CEDO/SR/02/SRDSPZ350/70-75kmph/IR-DFCCIL

2048092/2025/O/o EDME (FREIGHT)

जनक कुमार गर्ग

Janak Kumar Garg

मुख्य रेल संरक्षा आयुक्त
रेल संरक्षा आयोग
नागर विमानन मंत्रालय
भारत सरकार

Chief Commissioner of Railway Safety
Commission of Railway Safety
Ministry of Civil Aviation
Government of India

No. M/15013/1/2017-18-TW

Dated: 07.11.2024

सेवा में,
सदस्य कर्षण एवं चल स्टॉक
रेलवे बोर्ड, रेल मंत्रालय
नई दिल्ली

Sub : Uniform operating speed of Rolling Stock.

In the recently received proposals of introduction of new Rolling Stocks, following issues have been observed:

i) In a case of BLCS wagons (container wagons), a fresh proposal having a separate loading condition under double stake configuration over DFC has been proposed for operation at a speed of 75km/h, whereas same BLCS wagon has already permitted for operation under double stake configuration over DFC at speed of 100 km/h in loaded condition. In such condition, it will be very difficult for field staff to ensure specified operational speeds of wagon w.r.t loading condition and may lead to unsafe operation of wagons. Therefore, a uniform speed of the wagon under all loaded combination required to be ensured with common speed certificate.

ii) In another case of BLSS wagon (a variant of container wagon), different speeds in various loading condition at single stack with very minor speed variation like without container (85 km/h), with empty container (80 km/h) and in loaded container (75 km/h) and similar proposals for double stack operation over IR and operation over DFC have been proposed. In such provisions, there is no significant gain in speed of wagons, rather a challenge to field staff for ensuring specified operational speeds w.r.t appropriate loading conditions.

iii) In case of LHB power car (LWLRRMDAC), speed under deflated condition of air spring has been proposed at 50 km/h whereas standard speed of all variants of LHB coaches in deflated condition of air spring is 60 km/h. This will restrict the train movement in deflated condition of air spring. Hence, a uniform speed be maintained for all coaches of the same family/type under all condition before being proposed for introduction.

It is advised to ensure uniform speed of Rolling Stock in all configuration/ condition and common to other similar stocks for operational ease & safety.

(जनक कुमार गर्ग)
मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:

महानिदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110055
Tel: 011-23369778, Mob: 9794842049, E-mail: ccrs-moca@gov.in

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/M(N)/951/31 Dated 21.04.2022

The Executive Director Standards (Wagon)
RDSO
Lucknow

Sub:- Upgradation of wagons for 100 kmph.

RDSO is requested to issue a consolidated list of wagons in which the speed upgradation has to be undertaken alongwith the WMIs issued in this regard. The status of RB sanctions for such wagons may also be indicated.

Vivek 21/04/22

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

****

Room No. 309-C, Rail Bhavan, Raisina Road, New Delhi-110001

F-3486580
R-2059704

E-3514512

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

No. 2025/CEDO/SD/RS/03/SECOND VB-Sleeper **New Delhi, dated as signed**

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

Sub : Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (1030mm) & Maximum side height (3735mm)** of SECOND Vande Bharat Sleeper coaches manufactured under PO with M/s BEML by ICF as per layout Drawing Nos. TS/DTC/CN-9-0-004 alt a & TS/DTC2/CN/-9-0-003 alt a for Driving Trailer Coach (VSDTCCN &VSDTC2CN), TS/TC/CN-9-0-003 alt b for Trailer Coach (VSTCCN), TS/MC/CN-9-0-003 alt b, TS/MC2/CN-9-0-003 alt b, TS/MC/CW-9-0-003 alt b & TS/MC2/CW-9-0-003 alt b for Motor Coach (VSMCCN, VSMC2CN, VSMCCW & VSMC2CW) and TS/NDTC1/FAC-9-0-003 alt b & TS/NDTC2/CW-9-0-003 alt b for Non Driving Trailer Coach (VSNDFAC & VSNDCW)

Ref : (i) CCRS office letter no. Q.14011/04/2025-26-TW, dated 04.11.2025
(ii) RDSO letter no. CT/DEL/Train set, dated 14.10.2025

With reference to RDSO above applications dated 14.10.2025{ref.(ii)}, sent through the Chief Commissioner of Railway Safety, New Delhi; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (1030mm) & Maximum side height (3735mm)** of SECOND Vande Bharat Sleeper coaches manufactured under PO with M/s BEML by ICF as per layout Drawing Nos. TS/DTC/CN-9-0-004 alt a & TS/DTC2/CN/-9-0-003 alt a for Driving Trailer Coach (VSDTCCN &VSDTC2CN), TS/TC/CN-9-0-003 alt b for Trailer Coach (VSTCCN), TS/MC/CN-9-0-003 alt b, TS/MC2/CN-9-0-003 alt b, TS/MC/CW-9-0-003 alt b & TS/MC2/CW-9-0-003 alt b for Motor Coach (VSMCCN, VSMC2CN, VSMCCW & VSMC2CW) and TS/NDTC1/FAC-9-0-003 alt b & TS/NDTC2/CW-9-0-003 alt b for Non Driving Trailer Coach (VSNDFAC & VSNDCW), as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV (A) of IRSOD is as under:

i. **Clause 14-** Minimum height above rail level for centres of buffers & couplers when fully loaded infringes by 165mm (i.e. 865mm instead of 1030mm)
ii. **Clause 31-** Maximum height above rail level at sides of unloaded vehicles infringement varies from 0 mm to 147 mm at a width of 1085mm and 1015 mm respectively (i.e. proposed profile cuts the slope line at a height of 3913mm and 4060 mm at a width of 1085mm and 1015mm respectively on either side of centre line of Diagram no. ID (EDO/T-2202) of IRSOD(BG) Revised-2022)

27/11/25
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

E-3514512

No. 2025/CEDO/SD/RS/03/SECOND VB-Sleeper **New Delhi, dated as signed**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-55 w.r.t. his endorsement No. Q.14011/04/2025-26-TW, dated 04.11.2025
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Chg), Railway Board, New Delhi

27/11/25

(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through
gmail ABansal
27/11/25
SSA

E-3507517

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

No. 2025/CEDO/SR/13/RBMVPTL8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

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 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVPTL8) manufactured by M/s Phooltas Transrail Ltd., Patna, as per their GA drawing No. 8B0304000000 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref: (i) CCRS office letter no. Q.12011/14/2023-24-T.W, dated 25.08.2025
(ii) RDSO's letter no. TM/HM/S087/RBMV Phooltas, dated 11.12.2024
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/S087/RBMV Phooltas, dated 09.12.2024

With reference to RDSO above application dated 11.12.2024, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVPTL8) manufactured by M/s Phooltas Trarsrail Ltd., Patna, as per their GA drawing No. 8B0304000000 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways 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 Final Speed Certificate (FSC) no. TM/HM/S087/RBMV Phooltas, dated 09.12.2024 for operation up to a maximum speed of 100 kmph when running on its own power as well as when running in train formation, 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 01.05.2023, along with sanction letter and 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, 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. It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.

iv. Availability of necessary maintenance facility with adequate trained maintenance staff and spares required to be ensured.

v. As the number of track machines introduced over IR & DFCCIL have substantially increased over the years, a Loco Inspector from the Division may be nominated for training, counseling etc. of the track machine operators.

vi. Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.

vii. For operation over DFCCIL, DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.

viii. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.

ix. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines.

x. Any inflammable material shall not be permitted on the machine.

xi. Proper facilities for diesel and water filling at machine sidings shall be made available.

xii. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.

xiii. Any part which are meant for operation/maintenance 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.

xiv. 25 kVA, "Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.

xv. Availability of at least two fire extinguishers of adequate capacity shall be ensured in the driver's cab.

18/11/25

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

No. 2025/CEDO/SR/13/RBMVPTL8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/14/2023-24-T.W, dated 25.08.2025
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. Principal Executive Director Track (M & Mc), Railway Board

18/11/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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19/11/25

E-3507517

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

No.2025/CEDO/SR/13(1)/RBMVPTL8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

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

Sub : Measures for improvement in rolling stock before introduction of 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVPTL8)

Ref : (i) Railway Board letter no. **2025/CEDO/SR/13 /RBMVPTL8 -IR-DFCCIL-100kmph**, dated as signed
(ii) CCRS office letter no. Q.12011/14/2023-24-T.W, dated 25.08.2025
(iii) RDSO's letter no. TM/HM/S087/RBMV Phooltas, dated 11.12.2024
(iv) RDSO's Final Speed Certificate (FSC) no. TM/HM/S087/RBMV Phooltas, dated 09.12.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVPTL8) manufactured by M/s Phooltas Transrail Ltd., Patna, as per their GA drawing No. 8B0304000000 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor 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 **following Measures for improvement in rolling stock before introduction**:

i. The provision of fire safety measures (detection & suppression system) in line with standard mandated provision similar to latest passenger vehicles may be explored & ensured for current / future designs.
ii. Suitable provisions of sensors/ limiting devices for ensuring the safe operation of crane/swivelling platform under/ adjacent live OHE shall be ensured.
iii. Provision of suitable failsafe interlocking for operation of crane/ platform with vehicle movement (at restricted speed of 10 km/h) shall be ensured.
iv. Necessary tests/simulation tests, proving the efficacy of parking brakes for holding the stock on steepest grade of IR shall be conducted and results may be confirmed to this office.
v. The pins provided for securing the foldable side hand rails are neither properly lashed nor secured. To prevent accidental opening/ dropping of pins during run suitable, lashing &locking of pins shall be ensured and confirmed.
vi. The engine control unit (ECU)/Relay boxes have been found to be provided at centre of vehicle (near crane) in open and are exposed to the atmosphere without any dust or water ingress

protection. Suitable dust or water ingress protection for the same shall be provided and confirmed.

vii. Two control desks (either side) have been found to be provided for operation of crane. It is observed that while performing operation with one control desk, similar actuation (movement of control levers) also takes place on the other desk. Suitable provision for ensuring only one control desk remain operational at a time shall be made to prevent accidental operation.

viii. An underslung hydraulic oil tank has found to be provided without any positive mounting. Same shall be provided with suitable secondary locking/ securing.

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

18/11/25

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

No.2025/CEDO/SR/13(1)/RBMVPTL8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/14/2023-24-T.W, dated 25.08.2025
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. Principal Executive Director Track (M&Mc), Railway Board

18/11/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through
gmail.com
ABansal
19/11/25

Ref: ED/Chg.-I, E-Receipt No. 2285409/2025 & File No. 2025/Chg./30/1, dated 12.11.2025

With reference to above, item not pertains to Civil Engineering (G) Dte, : "Based upon Survey of India map with the permission of the Surveyor General of India" being dealt in "Statistic & Economics" Dte Coaching Dte. may Liaison with them.

U.P.Civil

Hd/D'Man/CEDO
13.11.2025

ADE/Civil- On leave

DCEG 13/11/25

EDCEG 13.11.25

ED/Chg.I

13.11.2025

O/C

E-Receipt No.2285409/2025

Reminder-5

File. No. 2025/Chg./30/1

Subject: -Commercial and other information for incorporation in Trains at a Glance - 2026.

Please connect this office notes (**E-office Nos. 2184781, 2217188, 2253402 and 2269140)** dated 06.08.2025, 08.09.2025, 09.10.2025 and 27.10.2025 wherein information has been sought for incorporation in the Trains at a Glance-2026 which would be effective **w.e.f. 1st January, 2026**. However, the sought information has not yet been received. Meanwhile, in absence the information, the updation process is getting delayed for **TAG-2026**. Hence, it is once again requested that the information regarding updation of IR MAP in TAG-2026 pertaining to your Directorate may kindly be vetted/updated latest by **15th November, 2025** to ensure that the job of printing and publication of Trains at a Glance can be accomplished well in time.

12.11.2025

SO/Chg.-III
12.11.2025

12-11-25.

Dir./Chg.

ED/Chg.-I 12/11/25

ED/CE (G) (for MAP Updation)

12.11.25

DCE/G. 12/11/25

ASD/CR-I (OL)
SO/CTE-I
ADE/CEDO & SJB

INDIAN RAILWAY MAP



A B C D E F G H I J

Places of Tourist Interest

1.	Delhi	D4
2.	Agra	D6
[illegible]	[illegible]	C5
[illegible]		C5
5.	[illegible]	[illegible]
7.	Barmer	[illegible]
8.	Udaipur	C6
9.	Chittaurgarh	C6
10.	Mt. Abu	B6
11.	Shimla	D3
12.	Kulu	D3
13.	Manali	D3
14.	Dharamshala	[illegible]
73.	Bengaluru	D10
74.	Mysuru	C10
75.	Hassan	C10
76.	Belur	C10
77.	Halebeedu	C10
78.	Shravanabelagola	C10
79.	Badami & Pattadakal	C9
80.	Hampi	C9
81.	Thiruvananthapuram	D12
82.	Kochi	C11
83.	Alappuzha	C12
84.	Kottayam	C12
85.	Kollam	
86.	Ooty	
87.	Kodaikanal	[illegible]
88.	Yercaud	[illegible]
89.	Goa	[illegible]
90.	Diu	[illegible]
91.	Khajuraho	[illegible]
92.	Kolkata	[illegible]
93.	Darjeeling	[illegible]
94.	[illegible]	[illegible]
95.	Guwahati	[illegible]
96.	Shillong	[illegible]
97.	Agartala	[illegible]
98.	[illegible]	
99.	[illegible]	

E-2284830

No.2025/CEDO/PSC/CCRS

Sub: Issue related to introduction of Rolling Stock on Provisional Speed Certificate

Ref : CCRS letter no. M.15013/01/2017-18 T.W./527 dated 08.10.2025 (F/A)

In reference to CCRS letter no. M.15013/01/2017-18 T.W./527 dated 08.10.2025, received under cover note no. 2019/M(C)/137/2 CRS, dated 27.10.2025 of Mech.Chg Dte, it is submitted as under :

* F/B

1. Chief Commissioner of Railway Safety (CCRS) has taken a serious view of the issue wherein the final certified speed of trains after oscillation trials has been found to be lower than the provisional speed mentioned in the provisional speed certificate.
2. CCRS has also emphasized that the provisional speed indicated by RDSO should be critically reviewed so that it always remains lower than the final speed recommended after the oscillation trial, thereby ensuring technical consistency and safety compliance.
3. **Since speed certificates are issued by the Motive Power Directorate of RDSO, which functions under the Mechanical Directorate of Railway Board, the subject matter pertains to their domain.**
4. Accordingly, the case may be returned to Mechanical Directorate for examination of the CCRS observations and for taking necessary corrective action as deemed appropriate.

Submitted for kind perusal please.

12/11/25
DCE(G)

EDCE(G) 12.11.25

AMCE 12.11.25

O/C

PED(ME)/Chg 12/11

E-2268226

2019/M(C)/137/2 CRS

Date: 27.10.2025.

Sub: Issues related to Introduction of Rolling Stock on provisional speed certificate.

Ref: CCRS letter no. M.15013/01/2017-18 T.W./527 dated 08.10.2025. (Enclosed)

1. Vide letter under reference, CCRS has brought to the notice that in one of the case final speed certificate of rolling stock achieved after conducting oscillation trial was less than the sanctioned provisional speed. In such scenarios the operation of rolling stock on provisional speed become unsafe. Accordingly it has been suggested that RDSO may be advised to ensure processing of cases for introduction of any new rolling stock on the basis of final speed certificate to the maximum extent.
2. In above context, it is submitted that the issuance of Provisional and Final speed certificate is part of the policy issued by the Civil Engineering dte vide Policy Circular-06.
3. Accordingly, the observations and recommendation of CCRS may be forwarded to Civil Engg. for the necessary action.

Submitted please.

27.10.25

SO/M(C)

JDME/Chg. 27/10/25

PED(ME)/Chg. 27/10/25

EDCE/G

3.11.25

DCE/G. 10/11/25

ADE/CBDO & SSE

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

No. **2025/CEDO/SR/02/SRDSPZ 350/70-75 kmph/IR-DFCCIL** **New Delhi, Dated as signed**

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

Sub: Increase in sanctioned maximum speed of Ballast Regulating Machine Model SRDSPZ 350 [Transportation Code- BRSPZ350], manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version A up to maximum speed of 70 kmph when running on its own power and 75 kmph when running in train formation and as a last vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle as a last vehicle over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref: (i) RDSO's letter no. TM/HM/11/40/BRM-SRIDA, dated 20.11.2024 & 07.04.2025
(ii) CCRS office letter no. Q.12011/05/2020-21-T.W, dated 17.01.2025
(iii) RDSO's Final Speed certificate (FSC) no. TM/HM/11/40/BRM-SRIDA dated 14.11.2024
(iv) Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024
(v) Railway Board letter of even no., dated 28.03.2025

While processing above cited case in response to RDSO's letter no. TM/HM/11/40/BRM-SRIDA, dated 07.04.2025 for the sanction of increase of maximum speed up to maximum speed of 70 kmph when running on its own power and 75 kmph when running in train formation and as a last vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle as a last vehicle over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL,** Board (Track Machine Dte) has observed as under:

" For uniformity, at present the instructions issued vide Railway Board letter no. 2018/M(N)/172/1 (E-3323008), dated 29.11.2024 for the wagons may also be followed for the speed certification of track machines.

If later at any stage it is found that there is need of separate policy for uniform speed standards for all track machines, then that will be taken up at that time".

In view of above RDSO is requested to revise the speed certificate and submit revised proposal as per extant of Rules/procedure accordingly at the earliest.

12/11/25
(किशन रावत)
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[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :
1. Principal Executive Director (RS), RDSO, Lucknow
2. Executive Director (Track Machine), RDSO, Lucknow
3. PEDTk (M&Mc) Railway Board

Issue through email
Sd/- 12/11/2025

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

No. 2025/CEDO/SR/14/RBMVSAN8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

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 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVSAN8) manufactured by M/s San Engineering & Locomotive Co. Ltd., Bangalore, as per their GA drawing No. SNSK4713 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/15/2023-24-T.W, dated 25.08.2025
(ii) RDSO's letter no. TM/HM/S084/RBMV SAN, dated 11.12.2024
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/S084/RBMV SAN, dated 07.12.2024

With reference to RDSO above application dated 11.12.2024, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVSAN8) manufactured by M/s San Engineering & Locomotive Co. Ltd., Bangalore, as per their GA drawing No. SNSK4713 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways 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 Final Speed Certificate (FSC) no. TM/HM/S084/RBMV SAN, dated 07.12.2024 for operation up to a maximum speed of 100 kmph when running on its own power as well as when running in train formation, 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 01.05.2023, along with sanction letter and remarks of the Railways/DFCCIL against each Para of the Speed Certificate 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. It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.

Issue through email
Sd/- 11/11/25

iv. Availability of necessary maintenance facility with adequate trained maintenance staff and spar[illegible] required to be ensured.

v. As the number of track machines introduced over IR & DFCCIL have substantially increased over the years, a Loco Inspector from the Division may be nominated for training, counseling etc. of the track machine operators.

vi. Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.

vii. For operation over DFCCIL routes, DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.

viii. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.

ix. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines.

x. Any inflammable material shall not be permitted on the machine.

xi. Proper facilities for diesel and water filling at machine sidings shall be made available.

xii. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.

xiii. Any part which are meant for operation/maintenance 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.

xiv. 25 kVA, "Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.

xv. Availability of at least two fire extinguishers of adequate capacity shall be ensured in the driver's cab.

10/11/25

(किशन रावत)
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e-mail address: dceg@rb.railnet.gov.in

No. 2025/CEDO/SR/14/RBMVSAN8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/15/2023-24-T.W, dated 25.08.2025
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. Principal Executive Director Track (M & Mc), Railway Board

10/11/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

No. 2025/CEDO/SR/14(1)/RBMVSAN8 -IR-DFCCIL- 100kmph **New Delhi, Dated as signed**

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

Sub : "Measures to be taken for improvement / measures for improvement in rolling stock before introduction" of 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVSAN8)

Ref : (i) Railway Board letter no. **2025/CEDO/SR/14/RBMVSAN8 -IR-DFCCIL-100kmph**, dated as signed
(ii) CCRS office letter no. Q.12011/15/2023-24-T.W, dated 25.08.2025
(iii) RDSO's letter no. TM/HM/S084/RBMV SAN, dated 11.12.2024
(iv) RDSO's Final Speed Certificate (FSC) no. TM/HM/S084/RBMV SAN, dated 07.12.2024

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 8-Wheeler Rail Borne Maintenance Vehicle (RBMV) (Transportation Code: RBMVSAN8) manufactured by M/s San Engineering & Locomotive Co. Ltd., Bangalore, as per their GA drawing No. SNSK4713 Rev.04 upto maximum speed of **100 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor 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 **following measures to be taken for improvement / measures for improvement in rolling stock before introduction**:

i. The provision of fire safety measures (detection & suppression system) in line with standard mandated provision similar to latest passenger vehicles may be explored & ensured for current / future designs.
ii. Suitable provisions of sensors/ limiting devices for ensuring the safe operation of crane/swivelling platform under/ adjacent live OHE shall be ensured.
iii. Provision of suitable failsafe interlocking for operation of crane/ platform with vehicle movement (at restricted speed of 10 km/h) shall be ensured.
iv. Necessary tests/simulation tests, proving the efficacy of parking brakes for holding the stock on steepest grade of IR shall be conducted and results may be confirmed to this office.

Issue through email
Schand 11/11/25

v. Welding of some under gear mounted items was found to be improper at some places. Corrective action to ensure proper welding of all the under gear mounted items shall be ensured in existing stock. Also, this shall be taken care of in all future production.

vi. The gangway between the cab and the working floor for internal transfer from one cab to another found to be too narrow. Necessary improvement in layout shall be explored and adopted for future production.

vii. Provision of Emergency stop buttons on the sides of the machine shall be ensured.

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

10/11/25

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

No. 2025/CEDO/SR/14(1)/RBMVSAN8 -IR-DFCCIL- 100kmph New Delhi, Dated as signed

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/15/2023-24-T.W, dated 25.08.2025
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. Principal Executive Director Track (M&Mc), Railway Board

10/11/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

No. . 2025/CEDO/SR/17(1)/VB-Sleeper-160kmph New Delhi, dated as signed

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

Sub : Future Improvement of 16-Car formation Vande Bharat Sleeper rake

Ref : (i) Railway Board letter no. **2025/CEDO/SR/17/VB-Sleeper-160kmph**, dated as signed
(ii) CCRS office letter no. Q.12011/17/2024-25-T.W, dated 19.09.2025
(iii) RDSO's letter no. TS/SC/Trial, dated 24.01.2025
(iv) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 24.01.2025

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 16-Car formation Vande Bharat Sleeper rake, as per ICF layout drawing Nos.(i) TS/DTC/CN-9-0-004 alt.a for Driving Trailer Coach [Transportation Code: TSDTCCN], (ii) TS/TC/CN-9-0-003 alt.b, for Trailer Coach [Transportation Code : TSTCCN], (iii) TS/MC/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCN], (iv) TS/MC2/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMC2CN], (v) TS/MC/CW-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCW], (vi) TS/NDTC1/FAC-9-0-003 alt.b, for Non Driving Trailer Coaches [Transportation Code : TSNDFAC], (vii) TS/MC2/CW-9-0-003 alt.b, for Motor Coaches [Transportation Code : TSMC2CW], (viii) TS/NDTC2/CW-9-0-003 alt.b, for Non-Driving Trailer Coaches [Transportation Code : TSNDCW and (ix) TS/DTC2/CN-9-0-003 alt.a, for Driving Trailer Coach [Transportation Code : TSDTC2CN], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024 vide RB'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 above rolling stock:**

i. For all future variants of Vande Bharat trainsets, standard specifications shall be prepared and issued by RDSO. Same shall be ensured to be followed by all manufacturing units for future production.

ii. Provision of Arc Fault Detection Device (AFDD) as part of recommendations of investigation in the accident of train no. 02570 shall be explored for implementation in the future production of Vande Bharat sleeper version.

iii. Relocation of AC duct provided in the comer of the floor of First AC coaches shall be ensured for all future production.

iv. Provision of fire survival cable for CCTV, Crash Hardened Memory Module etc shall be explored for implementation in future designs.

v. Emergency Alarm Button and its indication sign board is found to be hidden behind upper berth connector console and appears inaccessible to passenger for operation in emergency situation. This needs to be suitably relocated at appropriate accessible location in the future production.

vi. Third party audit of EN 45545 compliance shall be ensured.

vii. Third party audit of EN 15227 for crashworthiness shall be ensured.

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

28/10/25

(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. . 2025/CEDO/SR/17(1)/VB-Sleeper-160kmph New Delhi, dated as signed

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/17/2024-25-T.W, dated 19.09.2025
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/Chg, Railway Board

28/10/25

(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail

29.10.25

ADEC(VIL)

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

International Year 2025 of Cooperatives

No. **2025/CEDO/SR/17/VB-Sleeper-160kmph** New Delhi, dated as signed

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

The General Manager,
All Indian Railways

Sub : Introduction of 16-Car formation Vande Bharat Sleeper rake, as per ICF layout drawing Nos.(i) TS/DTC/CN-9-0-004 alt.a for Driving Trailer Coach [Transportation Code: TSDTCCN], (ii) TS/TC/CN-9-0-003 alt.b, for Trailer Coach [Transportation Code : TSTCCN], (iii) TS/MC/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCN], (iv) TS/MC2/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMC2CN], (v) TS/MC/CW-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCW], (vi) TS/NDTC1/FAC-9-0-003 alt.b, for Non Driving Trailer Coaches [Transportation Code : TSNDFAC], (vii) TS/MC2/CW-9-0-003 alt.b, for Motor Coaches [Transportation Code : TSMC2CW], (viii) TS/NDTC2/CW-9-0-003 alt.b, for Non-Driving Trailer Coaches [Transportation Code : TSNDCW and (ix) TS/DTC2/CN-9-0-003 alt.a, for Driving Trailer Coach [Transportation Code : TSDTC2CN], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024.

Ref : (i) CCRS office letter no. Q.12011/17/2024-25-T.W, dated 19.09.2025
(ii) RDSO's letter no. TS/SC/Trial, dated 24.01.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 24.01.2025

With reference to RDSO above application dated 24.01.2025, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 16-Car formation Vande Bharat Sleeper rake, as per ICF layout drawing Nos.(i) TS/DTC/CN-9-0-004 alt.a for Driving Trailer Coach [Transportation Code : TSDTCCN], (ii) TS/TC/CN-9-0-003 alt.b, for Trailer Coach [Transportation Code : TSTCCN], (iii) TS/MC/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCN], (iv) TS/MC2/CN-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMC2CN], (v) TS/MC/CW-9-0-003 alt.b, for Motor Coach [Transportation Code : TSMCCW], (vi) TS/NDTC1/FAC-9-0-003 alt.b, for Non Driving Trailer Coaches [Transportation Code : TSNDFAC], (vii) TS/MC2/CW-9-0-003 alt.b, for Motor Coaches [Transportation Code : TSMC2CW], (viii) TS/NDTC2/CW-9-0-003 alt.b, for Non-Driving Trailer Coaches [Transportation Code : TSNDCW and (ix) TS/DTC2/CN-9-0-003 alt.a,

for Driving Trailer Coach [Transportation Code : TSDTC2CN], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 24.01.2025 to be read alongwith latest available amendments, if any 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 16-Car formation Vande Bharat Sleeper rake 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 01.05.2023, along with sanction letter and 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, 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. Observations noted during inspection/trials were conveyed to RDSO for furnishing compliance vide Commission letter dated 28.04.2025. RDSO, vide letter dated 30.05.2025 has submitted the compliances. After examining the reply, pending issues were further followed up with RDSO vide Commission office letters dated 09.06.2025 & 31.07.2025. In response RDSO submitted the updated compliance vide letters dated 24.06.2025 & 01.09.2025. Some of the important issues are re-iterated below and compliance of the same shall be ensured before introduction:

- SIL certification for all essential safety items including fire safety etc shall be ensured.
- Fire suppression system in all cubicles / panels vulnerable to fire (due to short circuit or otherwise) shall be ensured.
- Fitment of KAVACH 4.0 shall be ensured.
- There are issues related to furnishing & workmanship at many places in respect of sharp edges & corners at berthing area, window curtain handles, pigeon pockets between berth connector inviting cleaning issues etc. This require further attention for necessary corrective measures in the current rake and also require necessary design improvement in future rakes.

iv. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/EG/EIG/RS/2025 dated 18.01.2025 for 16-Car formation of Vande Bharat Sleeper Rake.

v. As per Para 6.1.2 of Revised Policy circular-6 dated 01.05.2023, trains shall being introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).

vi. The conditions under which rake shall be withdrawn from service such as defective door, deflated spring, communication failure etc. shall be laid down by Railway and all concerned staff shall be trained for the same.

vii. Redundancy of all critical items related to communication, electrical, mechanical, FDSS etc. shall be ensured for failsafe operation of rolling stock.

viii. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.

ix. Training must be imparted to crew on following aspects:

- In case of emergency, to uncouple the semi-permanent coupler within 15 minutes, necessary tools required for this operation must be made a part of driver/guard tool kit.
- Action to be taken in case of Passenger Alarm operation as per extant norms keeping in view the emergencies like fire etc, in which immediate action is required for passenger safety.

- Operation of fire barrier doors during emergency.

x. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.

xi. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.

xii. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.

xiii. Suitable setting of temperature inside coaches shall be maintained to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.

xiv. Availability of required trained technical team/staffs for addressing the en-route technical issues & emergencies etc shall be ensured.

xv. Regular announcements shall be made through PA system informing all persons other than passengers to disembark from the train before its departure. Also, pre-recorded Passenger safety announcement in three languages (Regional, Hindi & English) should be made during run to sensitize passengers about personal safety norms to be observed during travel.

xvi. Provision should be made for 'Divyangjan' and Senior Citizens as per prescribed norms. Trilingual (Local language, Hindi, English) stickers indicating the same should be pasted at appropriate locations.

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

xviii. Railway shall deploy qualified and dedicated staff for the maintenance of Vande Bharat Sleeper Trainset. Adequate quantity of spares/ & consumable required for its maintenance shall also be ensured.

xix. Detailed Maintenance Manual having coloured photograph should be made available to maintenance staff.

28/10/25

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

No. **2025/CEDO/SR/17/VB-Sleeper-160kmph** New Delhi, dated as signed

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/17/2024-25-T.W, dated 19.09.2025
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/Chg, Railway Board

28/10/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
29.10.25
ADE(CIVIL)

E-office No- 2266564

भारतसरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड)(RAILWAY BOARD)
*****

No. 2025/Chg/22/73 New Delhi, 24.10.2025

1. **The General Manager,**
   East Central Railway, Hajipur
2. **The General Manager**
   North Central Railway, Allahabad
3. **Managing Director, DFCCIL**

Sub: Running of passenger carrying trains on EDFC network.

Ref: 1. Railway Board's letter no. 2022/CEDO/ORI/O/IR-DFCCIL/ Exigencies dated 18.04.2022

2. DFCCIL's letter no. HQ-OP0PLG(PMIE)/2/2024 dated 05.12.2024

Heavy influx of passengers is expected from Bihar (ECR, NER and ER) post Chhath this year. The last day of Chhath festival is 28.10.2025 and for the three days i.e. 28th, 29th and 30th October, substantial number of passenger will undertake their return journey from these three Zones. The return crowd is expected to move towards Delhi/ Mumbai/ Surat and Pune area.

In order to handle the large number of passengers efficiently and in time to avoid crowd build up at stations, running of trains over DFC network at short notice may be required. Accordingly, necessary preparations may be made as per DFCCIL letter no. HQ-OP0PLG(PMIE)/2/2024 dated 05.12.2024 (Copy enclosed) but not limited to these instructions alone to run trains at short notice for the three days as mentioned above. It may ensured that on DFCCIL portion, no stoppage is given and accordingly announcements are made at every stopping station on IR portion.

This issues with the approval of Board - M(O&BD), M(T&RS), MI, and CRB & CEO.

DA : As above

24.10.25.
(राजेश कुमार)
(RAJESH KUMAR)
संयुक्त निदेशक / कोचिंग
JT. DIRECTOR /COACHING
रेलवे बोर्ड/RAILWAY BOARD

ADE/CEDO & SO/IB-2
27/10/25

24/10/25
ED/Coord.

Copy for information please:-
CRB& CEO, M(O&BD), M(T&RS), MI

Copy for information & necessary action
AM/T&C, AMC, AM/T, AM/ME, AM/CE, AM/Tr., AM/Signal, IG/RPF

1- AM/L&A.

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

(रेलवे बोर्ड Railway Board)

No. 2025/CEDO/SR/15/SNMGHSR -IR- 110kmph **New Delhi, Dated as signed**

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

The General Manager,
All Indian Railways

Sub: Introduction of BG Self Generating Hybrid Design Automobile Carrier Cum Brake Van (Transportation Code: SNMGHSR) to RDSO's drawing no. RDSO/CG/ DRG/24007 with LHB Shell and ICF Bogie fitted with pneumatic suspension at secondary stage upto maximum speed of **110 kmph** over **Indian Railway,** by Zonal Railways

Ref: (i) CCRS office letter no. Q.12011/01/2025-26-T.W, dated 04.09.2025
(ii) RDSO's letter no. MC/MV/MARUTI/Sanction/SNMGHSR, dated 01.04.2025
(iii) RDSO's Final Speed Certificate (FSC) no. MC/MV/MARUTI, dated 28.03.2025

With reference to RDSO above application dated 01.04.2025, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Self Generating Hybrid Design Automobile Carrier Cum Brake Van (Transportation Code: SNMGHSR) to RDSO's drawing no. RDSO/CG/DRG/24007 with LHB Shell and ICF Bogie fitted with pneumatic suspension at secondary stage upto maximum speed of **110 kmph** over **Indian Railway,** by Zonal Railways with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MC/MV/MARUTI, dated 28.03.2025 to be read alongwith latest available amendments, if any 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 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 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
ii. 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
iii. 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.
iv. Fitment of only standard fittings shall be ensured during conversion.

v. Mounting arrangement for underframe items shall be ensured for sturdy & failsafe mountings and additional safety slings/rope shall be provided wherever necessary.

vi. As per Para 7.8.9 of IRSEM 2021, important minimum signaling features shall be ensured during train running.

vii. As per Para 6.1.2 of Policy circular-6 dated 01.05.2023, trains shall be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).

viii. Railway should do proper corrosion study of underframe before undertaking these hybrid coach for conversion

ix. During the conversion, all critical design parameters/ bogie clearances and design tare weight shall be ensured for each stock. In this regard a conversion scheme with standard check sheets shall be prepared and circulated to all workshops/PUs nominated for conversion.

x. Availability of fire extinguishers & all requisite amenities shall be ensured in the guard's compartment.

24/10/25

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

No. 2025/CEDO/SR/15/SNMGHSR -IR- 110kmph **New Delhi, Dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/01/2025-26-T.W, dated 04.09.2025
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

24/10/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued on. 24-10-25 27.10.25 ADEC(VIL)

जनक कुमार गर्ग
Janak Kumar Garg

सत्यमेव जयते

मुख्य रेल संरक्षा आयुक्त
रेल संरक्षा आयोग
नागर विमानन मंत्रालय
भारत सरकार

Chief Commissioner of Railway Safety
Commission of Railway Safety
Ministry of Civil Aviation
Government of India

No. M.15013/01/2017-18 T.W./527 Dated: 08.10.2025

सेवा में,
सदस्य कर्षण एवं चल स्टॉक
रेलवे बोर्ड, रेल मंत्रालय
नई दिल्ली

Sub: Issues related to proposal received from RDSO for Introduction of Rolling Stock on provisional speed certificate.

It is observed that majority of the proposals for introduction of new Rolling Stocks particularly departmental vehicles have been submitted to the Commission for operation on the basis of provisional speed certificate without conducting oscillation trials. However, such sanctions are provided for limited time or till issuance of final speed certificate after actual oscillation trials of Rolling stock.

It is noted that in one of the case, final speed of Rolling stock achieved after conducting oscillation trial was less than the sanctioned provisional speed. In such scenario the operation of Rolling stock on provisional speed became unsafe. There may be other instances also which may come in notice after conducting oscillation trials on those Rolling stocks.

To ensure the safe operation of Rolling stock, ideally oscillation trials shall be carried out prior to proposing the operation of Rolling stock instead of provisional speed. If required, oscillation test facilities shall be augmented suitably in RDSO.

Accordingly, RDSO may be advised to ensure processing of cases for introduction of any new rolling stock on the basis of final speed certificate to the maximum extent. Further, if required for processing the case on the basis of provisional speed certificate, provisional speed shall be critically reviewed to ensure that provisional speed is always lower than speed recommended after oscillation trials.

(जनक कुमार गर्ग)
मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:

महा-निदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110065
Tel: 011-23369778, Mob: 9794842049, E-mail: ccrs-moca@gov.in

eoffice - [redacted]
E-3510015

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

International Year of Cooperatives 2025

No. 2025/CEDO/SR/16/WAG10/21.5±2t%/SER/85kmph **New Delhi, Dated as signed**

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

Sub : Introduction of new Rolling Stock, Broad Gauge Locomotive **WAG10** (Twin Co-Co) having maximum axle load **21.5±2t%** upto maximum speed of **85 kmph** over **South Eastern Railway**

Ref : (i) CCRS office letter no. Q.12011/11/2023-24-T.W, dated 17.09.2025
(ii) RDSO's letter no. EL/3.2.1/Diesel-Electric, dated 01.08.2023
(iii) RDSO's Final Speed Certificate (FSC) no. SD.WAG10.11, dated 23.11.2022 and its Amendment no. 1, dated 24.01.2024

Chief Commissioner of Railway Safety, New Delhi; while forwarding the case for the sanction of new Rolling Stock, Broad Gauge Locomotive **WAG10** (Twin Co-Co) having maximum axle load **21.5±2t%** upto maximum speed of **85 kmph** over **South Eastern Railway,** has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

i. To ensure prescribed height of sander nozzles from the rail level as per relevant manuals.
ii. Pipes of air brake system shall be properly painted as per prescribed color codes instead of staggered adhesive color tapes.
iii. Ensure replacement of all defective lights in cab and other equipment compartments of locomotive.
iv. Ensure torque marking on critical underslung fasteners/bolts.
v. Lightening Arresters provided in busbar over roof of locomotive found corroded. The same required to be replaced, maintaining specified gap.
vi. Indicative signage plates/ markings provided in cab area for different equipment are not properly secured and legible. Provision for suitable legible signage plates/markings for all onboard, underslung and cab area equipment shall be ensured
vii. Automatic Dropping Device (ADD) should be provided in pantographs to detect damage to metallic carbon strips and further entanglement.
viii. To monitor activation of VCD on run, VCD counter should be provided, as directed by Railway Board vide letter no. 2014/Safety(DM)/7/1 dated 25.08.2014 & 2024/Elect. (TRS)/113/1 (Misc) dated 20.02.2024.

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

DA: *CCRS office letter no.* Q.12011/11/2023-24-T.W, dated 17.09.2025

01/10/25
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Issue through e mail
Sd/- 03/10/25

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/11/2023-24-T.W, dated 17.09.2025
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. EDEE(RS), Railway Board

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

मुख्य रेल संरक्षा आयुक्त कार्यालय,
तीसरी मंजिल, ट्रैफिक अकाउंट बिल्डिंग,
स्टेट एंट्री रोड, नई दिल्ली-110055.

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

O/o Chief Commissioner of Railway Safety,
3rd Floor, Traffic Account Building,
State Entry Road, New Delhi-110055.

संख्या–Q.12011/11/2023–24–त.वि. दिनांक–17.09.2025

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

[ध्यानार्थ: EDCE(G)]

विषय: **Introduction of new Rolling Stock, broad Gauge locomotive WAG10 (Twin Co-Co) having maximum axle load 21.5±2t% for operation over South Eastern Railway upto a maximum speed of 85 kmph.**

संदर्भ: (i) Director General/RDSO's letter no. EL/3.2.1/Diesel-Electric dt. 02.08.2023
(ii) RDSO's Final Speed Certificate No. SD.WAG10.11 dt.23.11.2022 and its Amendment no. 1 dt. 24.01.2024.
(iii) This office's letters of even no. dt. 09.08.2023 & 19.12.2023
(iv) RDSO's letter no. EL/3.2.1/Diesel-Electric dt. 07.12.2023 & 02.02.2024
(v) This office's letter of even no. dt. 07.02.2025
(vi) CRS/SEC's letter no. CRS/SEC/Loco/SER/2024-25/968 dt. 14.02.2025.
(vii) RDSO's letter no. EL/3.2.1/Diesel-Electric dt. 26.08.2025.

Vide Ref. (i), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of **85 kmph for operation over South Eastern Railway** on the basis of RDSO's Final Speed Certificate (FSC) mentioned under Ref. (ii). Vide Ref. (iii), certain clarifications sought from RDSO. RDSO, vide Ref.(iv), furnished the clarifications.

Vide Ref.(v), CRS/SEC was nominated for statutory inspection of subject rolling stock by the competent authority. Accordingly, Statutory inspection of the subject rolling stock was conducted by CRS/SEC on 13.02.2025 at Electric Loco Shed/BNDM in South Eastern Railway.

During the inspection, major deficiency in respect of maximum height of locomotive (Infringing with MMD of IR SOD) was observed. Hence, running trial could not be conducted and all noted deficiencies were communicated to RDSO for clarification/compliance vide letter under Ref.(vi). RDSO, vide Ref.(vii) has submitted its reply. After scrutinizing the reply submitted by RDSO, statutory inspection of subject rolling stock by CRS/SEC was reconducted on 12.09.2025 followed by running trial. Inspection report of the rolling stock is enclosed as ***Annexure-I.***

Based on the examination of documents 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 locomotive WAG10 (Twin Co-Co) having maximum axle load 21.5±2t% for operation over South Eastern Railway upto a maximum speed of 85 [EIGHTY-FIVE] kmph subject to compliance of conditions mentioned in* ***Annexure-II.***

Further, Measures for improvement in subject Rolling stock are also attached as ***Annexure-III.*** *The compliance of the same shall be ensured before introduction of rolling stock.*

यह मुख्य रेल संरक्षा आयुक्त महोदय के अनुमोदनोपरान्त जारी किया जाता है।

संलग्नक: यथोक्त

17.09.25

(ओ० पी० यादव)
विशेष कार्यकारी (यांत्रिक)

प्रतिलिपि: सूचनार्थ

1. महानिदेशक
   अनुसंधान, अभिकल्प एवं मानक संगठन,
   मानक नगर, लखनऊ–226011

2. रेल संरक्षा आयुक्त,
   दक्षिण पूर्व परिमण्डल,
   कोलकाता।

[of CCRS Office's Letter No. Q.12011/11/2023-24-ति.वि., Dated 17.09.2025]

Conditions to be ensured for operation of broad Gauge locomotive WAG10 (Twin Co-Co) having maximum axle load 21.5±2t% for operation over South Eastern Railway upto a maximum speed of 85 kmph.

1. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SD.WAG10.11 dt. 23.11.2022 and its Amendment no. 1 dt. 24.01.2024. 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.
2. Maximum speed of the locomotive shall be restricted as speeds proposed therein or the maximum permissible speed of the section, whichever is less.
3. 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.
4. During operation of the WAG10 locomotive on different spans of Bridges, Railway shall ensure all the speed restrictions mentioned in para 3.2.4 of RDSO's Final Speed Certificate No. SD.WAG10.11 dt. 23.11.2023 and its Amendment no. 1 dt. 24.01.2024. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable. Railway shall also ensure that these are effectively communicated to all concerned in the field.
5. Brakes of the rolling stock shall be in good working order during the operation.
6. Since WAG10 is a Coupled Locomotive fitted with Twin Co-Co Bogies, Brake connections and Brake Set up shall be ensured between the coupled locomotives.
7. Adequate training shall be imparted to the crew & maintenance staff responsible for operation & maintenance of the rolling stock. Also maintenance of the WAG10 locomotive shall be ensured in accordance with Maintenance manual for Twin Co-Co WAG10 locomotive issued by PLW.
8. Availability of fire extinguishers of adequate capacity shall be ensured in the driver's cab.

***

[of CCRS Office's Letter No. Q.12011/11/2023-24-ग.वि., Dated 17.09.2025]

Measures to be taken for improvement of broad Gauge locomotive WAG10

Statutory inspection of the subject rolling stock was conducted by CRS/SEC on 13.02.2025 & 12.09.2025 at Electric Loco Shed/BNDM in South Eastern Railway. Para 11 of CRS/SEC Inspection Report which suggests the measures for improvement in rolling stock before introduction of the rolling stock is reproduced below for taking necessary action for their implementation:

1. To ensure prescribed height of sander nozzles from the rail level as per relevant manuals.
2. Pipes of air brake system shall be properly painted as per prescribed color codes instead of staggered adhesive color tapes.
3. Ensure replacement of all defective lights in cab and other equipment compartments of locomotive.
4. Ensure torque marking on critical underslung fasteners/bolts.
5. Lightening Arresters provided in busbar over roof of locomotive found corroded. The same required to be replaced, maintaining specified gap.
6. Indicative signage plates/ markings provided in cab area for different equipment are not properly secured and legible. Provision for suitable legible signage plates/markings for all onboard, underslung and cab area equipment shall be ensured
7. Automatic Dropping Device (ADD) should be provided in pantographs to detect damage to metallic carbon strips and further entanglement.
8. To monitor activation of VCD on run, VCD counter should be provided, as directed by Railway Board vide letter no. 2014/Safety (DM)/7/1 dated 25.08.2014 & 2024/Elect. (TRS)/113/1 (Misc) dated 20.02.2024.

***

E-3488414

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

International Year of Cooperatives 2025

No. 2025/CEDO/SR/04/ LWCZDACP – DD-Parcel-160kmph **New Delhi, dated as signed**

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

The General Manager,
All Indian Railways

Sub : Introduction of LHB AC Chair Car cum Parcel Van (Double Decker) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to RCF's Layout Drawing No. LD90032 [Unique Transportation Code- LWCZDACP], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024.

Ref : (i) CCRS office letter no. Q.12011/16/2024-25-T.W, dated 07.02.2025

(ii) RDSO's letter no. SV.FIAT(SC)/Sanction/LWCZDACP, dated 19.12.2024 & dated 18.02.2025

(iii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/Sanction/ LWCZDACP /160kmph, dated 19.12.2024

With reference to RDSO above application dated 19.12.2024{ref.ii}, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB AC Chair Car cum Parcel Van (Double Decker) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to RCF's Layout Drawing No. LD90032 [Unique Transportation Code- LWCZDACP], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024 with the following stipulations :

(i) Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no.SV.FIAT(SC)/Sanction/LWCZDACP /160kmph, dated 19.12.2024, to be read alongwith latest available amendments, if any, 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 LHB AC Chair Car cum Parcel Van (Double Decker) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to RCF's Layout Drawing No. LD90032 [Unique Transportation Code- LWCZDAC. All the documents required for the sanction of General Manager as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission.

(ii) For the operation of proposed rolling stock upto maximum speed above 110 kmph & up to 130 kmph and beyond 130 kmph & upto 160 kmph, compliance of extant instructions/guidelines issued by Railway Board from time to time shall be strictly ensured.

(iii) Compliance of the observed deficiencies as mentioned in Para 3 of CCRS Inspection Report dated 06.02.2025. These observations / deficiencies are reproduced below and same shall be ensured before introduction of the subject rolling stock:

a) Aspiration type VESDA (Very Early Smoke Detection Apparatus) and Fire Extinguishers have been provided as Fire Safety devices in the passenger and parcel area. Fire Suppression system shall be provided in parcel area to prevent spread of fire in the passenger area.

b) Aerosol type suitable fire Suppression System shall also be provided in pantry and lavatory area for enhanced Fire Safety.

c) Separation provided between parcel and passenger area shall comply to fire barrier requirements as per EN 45545 to avoid exposure of heat/ fire to passenger area.

d) Suitable screening mechanism for inflammable material in parcel items shall be implemented at all loading points in ine with airport before operation of such trains.

e) As the floor height of Parcel area is very low, detailed instructions regarding Loading/unloading of parcel items shall be issued. Further, sufficient lashing and locking arrangement shall be provided in the parcel area for securing of parcels during train movement.

f) It shall be ensured that the weight of the parcel items loaded in the parcel area does not exceed its loading capacity i.e. 6t.

g) Sealed air conditioning ducts are provided in the parcel area which are not required. These shall be removed in order to free the parcel space.

h) Rolling shutters have been provided between the passenger and parcel area. Usage of these rolling shutters shall be clearly spelt out and convey to all concerned.

i) Wiring and smoke detection arrangement was found to be exposed in the ceiling of parcel area. A proper covering arrangement shall be provided to prevent damage to these systems while handing parcel.

j) Fixed (Rigid) type of water bottle holder shall be replaced with flexible/net type of water bottle holder for providing more leg space to passengers.

k) Luggage racks have been provided all along the passenger area. These racks are hindering the passenger's movement while entering in the upper deck and may cause injury. These racks shall be shortened/modified accordingly.

l) FRP panels provided at different locations in passenger and gangway areas are found misaligned & loosely fitted. Proper fitment of all FRP panel with proper finish shall be ensured.

m) Positive mounting of all underslung equipment shall be ensured.

n) In the Para 2.5.4 of the Speed Certificate dt. 19.12.2024, it is mentioned that in any case of failure of any WSP, train can run at restrictive speed of 140 kmph. However, there is no

indication of WSP failure on the driver's console. Suitable modification shall be carried out for compliance of above stipulation.

(iv) Railway should also ensure that loading/unloading of parcels/cargo shall only be done as per availability of platform height or siding and depending upon size of parcels/cargo etc.

17/09/25

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

No. 2025/CEDO/SR/04/ LWCZDACP – DD-Parcel-160kmph **New Delhi, dated as signed**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/16/2024-25-T.W, dated 07.02.2025
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(Chg), Railway Board

17/09/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail
17/9/25 ADE(CIVIL)

E-34888A14

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

International Year of Cooperatives 2025

No. 2025/CEDO/SR/04(1)/ LWCZDACP – DD-Parcel-160kmph New Delhi, dated as signed

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

Sub: Future Improvement of LHB AC Chair Car cum Parcel Van (Double Decker) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to RCF's Layout Drawing No. LD90032 [Unique Transportation Code- LWCZDACP]

Ref: (i) Railway Board's letter no. **2025/CEDO/SR/04/LWCZDACP – DD-Parcel-160kmph,** dated as signed
(ii) CCRS office letter no. Q.12011/16/2024-25-T.W, dated 07.02.2025
(iii) RDSO's letter no. SV.FIAT(SC)/Sanction/LWCZDACP, dated 19.12.2024
(iv) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/Sanction/ LWCZDACP /160kmph, dated 19.12.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of LHB AC Chair Car cum Parcel Van (Double Decker) fitted with pneumatic suspension (160 KN capacity) at secondary stage on FIAT bogie to RCF's Layout Drawing No. LD90032 [Unique Transportation Code- LWCZDACP], up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para No. 522 of IRPWM, 2024 vide RB'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 above rolling stock**:

(i) Redesigning of Seating arrangement in passenger area shall be explored keeping in view the available excess aisle space to address the issue of less headroom (at window side seat) due to AC duct and optimal seat size for enhanced passenger comfort.
(ii) Relocation of Foot rest provided for the passengers below the seat may be explored to provide leg space for comfort of the passengers.

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

17/09/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2025/CEDO/SR/04(1)/ LWCZDACP – DD-Parcel-160kmph New Delhi, dated as signed

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/16/2024-25-T.W, dated 07.02.2025
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/Chg, Railway Board

17/9/25

(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail

17/9/25 ADE(CIVIL)

E-3478810

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

International Year of Cooperatives 2025

No. **2024/CEDO/SR/26/BLSS-22.9t-SS-IR-DFCCIL** New Delhi, dated as signed

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

The General Manager,
All Indian Railways

Sub : Introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' upto 22.9t axle load [designed axle Load: of 25t] to RDSO's Drg. No. WD-22061-S/02 &S/03 of BLSS (A-Car) & RDSO's Drg. no.WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of **75 kmph without any containers and with containers in single stack configuration in empty and loaded conditions** over Indian Railways, *by Zonal Railways*

Ref : (i) CCRS letter no. Q.12011/07/2022-23-T.W., dated 22.07.2025
(ii) RDSO letter no. MW/PWDA/CONTR/BRAITHWATE, dated 13.06.2025
(iii) RDSO Revised Final Speed Certificate (RFSC) no. MW/PWDA/CONTR/ BRAITHWATE(IR/R/SS/22.9T), dated 05.06.2025
(iv) Railway Board letter of even no., dated 09.05.2025

With reference to RDSO above application (ref ii), sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' upto 22.9t axle load [designed axle Load: of 25t] to RDSO's Drg. No. WD-22061-S/02 &S/03 of BLSS (A-Car) & RDSO's Drg. No. WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of **75 kmph without any containers and with containers in single stack configuration in empty and loaded conditions** over Indian Railways, *by Zonal Railways* with the following stipulations :

i. Observance of all conditions laid down in RDSO's Revised Final Speed Certificate (RFSC) no. MW/PWDA/CONTR/ BRAITHWATE(IR/R/SS/22.9T), dated 05.06.2025 to be read alongwith latest available amendments, if any for operation up to a maximum speed of **75 kmph without any containers and with containers in single stack configuration in empty and loaded conditions** over Indian Railways, *by Zonal Railways* , shall be ensured on the Railway while seeking the sanction of General Manager, as the case may be, 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 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

ii. 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.

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. The compliance of all the stipulations mentioned in Railway Board letter no. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.

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

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

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

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

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

10/09/25

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

No. **2024/CEDO/SR/26/BLSS-22.9t-SS-IR-DFCCIL** New Delhi, dated as signed

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/07/2022-23-T.W., dated 22.07.2025
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

10/09/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
10/9/25 ADEE(CIVIL)

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

No. 2025/CEDO/SR/12/TW D/IR-DFCCIL-60kmph **New Delhi, Dated as signed**

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

Sub : Introduction of self-propelled 8-Wheeler Tower Wagon, Model:OHE.01.B (Transportation Code: TW D) manufactured by M/s Phooltas Transrail Ltd., Patna, as per their GA drawing No. 8B0601000100 Rev.03 and supplied by M/s Mitsui & Co. Ltd., Japan upto maximum speed of **60 kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref :
(i) CCRS office letter no. Q.12011/13/2023 24-T.W, dated 20.08.2025
(ii) RDSO's letter no. RDSO-RDSO/1504/2022-O/o PED/T1/RDSO, dated 08.11.2024
(iii) RDSO's Provisional Speed Certificate (PSC) no. RDSO-RDSO/1504/2022, dated 13.12.2023

Chief Commissioner of Railway Safety, New Delhi; while forwarding the case for the sanction of the Railway Board for introduction of self-propelled 8-Wheeler Tower Wagon, Model:OHE.01.B (Transportation Code: TW D) manufactured by M/s Phooltas Transrail Ltd., Patna, as per their GA drawing No. 8B0601000100 Rev.03 and supplied by M/s Mitsui & Co. Ltd., Japan upto maximum speed of **60kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL,** has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

i. From the discussion/ submission with RDSO & DFCCIL, It appears that the system lacks in process of approval of design either by DFCCIL or RDSO. The onus of design appears to be completely lies with PMC. To have an efficient design compatible to IR system, a standard process of design evaluation and approval is required to be framed and adopted for flawless design.
ii. Availability of necessary maintenance facility with adequate trained maintenance staff and spares required to be ensured.
iii. Welding of some under gear mounted items was found to be improper at some places.Corrective action to ensure proper welding of all the under gear mounted items shall be ensured in existing stock. Also, this shall be taken care of in all future production.
iv. Provision of twin pipes (FP/BP) braking system in line with IR tower cars (as per standard RDSO practice) shall be explored in current stock and future production.
v. Several under gear equipment have been mounted on bolts/ fasteners without provision of positive mountings. Positive mounting of all underwear equipment shall be ensured and provision of extra safety supports and clamp shall be made in all the existing machine through retro-fitment as per standard practices.

vi. Clamping of under gear pipes / hoses found to be provided with clamping support at large distances. Proper clamping of all pipes and hoses with standard packing support to be ensured for maintaining sturdiness.

vii. Height of cattle quard from rail level shall be ensured as per standard values.

viii. Suitable provisions of sensors/ limiting devices for ensuring the safe operation crane under/ adjacent live OHE shall be ensured.

ix. Suitable operating instructions shall be legislated for ensuring stability of machine/ crane and proper training of concerned operators shall be ensured.

x. For safe operation of these machines, only trained departmental running crew shall be deployed.

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

DA: *CCRS office letter no. Q.12011/13/2023 24-T.W, dated 20.08.2025.*

29/08/25

(किशन रावत)
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. The Chief Commissioner of Railway Safety,3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/13/2023 24-T.W, dated 20.08.2025
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. EDRS(P), Railway Board

29/08/25

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

Issued through of mail
Aboard
29/8/25 - SSA

मुख्य रेल संरक्षा आयुक्त कार्यालय,
तीसरी मंजिल, ट्रैफिक अकाउंट बिल्डिंग,
स्टेट एंट्री रोड, नई दिल्ली-110055.

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

O/o Chief Commissioner of Railway Safety,
3rd Floor, Traffic Account Building,
State Entry Road, New Delhi-110055.

संख्या–Q.12011/13/2023–24–रा.सि. दिनांक–20.08.2025

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

[अग्रसारित EDCE(G)]

विषय: **Introduction of self-propelled 8-Wheeler Tower Wagon, Model: OHE.01.B (Transportation Code: TW D) manufactured by M/s Phoolitas Transrail Ltd., Patna, as per their GA drawing No. 880601000100 Rev. 03 and supplied by M/s Mitsui & Co. Ltd., Japan upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL.**

संदर्भ: (i) Director General/RDSO's letter no. RDSO-RDSO/1504/2022-O/o PED/TI/RDSO, dt. 08.11.2024
(ii) RDSO's Provisional Speed Certificate (PSC) no. RDSO-RDSO/1504/2022, dt. 13.12.2023.
(iii) This office's letter of even no. dt. 06.12.2024
(iv) RDSO's letter no. RDSO-RDSO/1504/2022-O/o PED/TI/RDSO, dt. 30.01.2025
(v) This office's letter of even no. dt. 28.02.2025 & 27.06.2025
(vi) RDSO's letter no. RDSO-RDSO/1504/2022-O/o PED/TI/RDSO, dt. 04.08.2025

Vide Ref. (i), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of 60 kmph when running on its own power as well as 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 PSC mentioned under Ref. (ii). Vide Ref. (iii) [copy enclosed], certain clarifications sought from RDSO. RDSO, vide Ref.(iv), furnished the clarifications.

Statutory inspection of the subject rolling stock was carried out by CCRS on 24.02.2025 at New Dadri Railway Station of DFCCIL. Inspection report of the rolling stock is enclosed as ***Annexure-I.***

Vide Ref.(v) [copy enclosed], RDSO was asked to furnish compliance of the observations made by CCRS during statutory inspection of the rolling stock. RDSO, vide Ref(vi) [copy enclosed], has submitted its reply.

Based on the examination of documents 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 self-propelled 8-Wheeler Tower Wagon, Model: OHE.01.B (Transportation Code: TW D) manufactured by M/s Phoolitas Transrail Ltd., Patna, as per their GA drawing No. 880601000100 Rev. 03 and supplied by M/s Mitsui & Co. Ltd., Japan upto maximum speed of 60 [SIXTY] kmph when running on its own power as well as when running in train*

formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL subject to compliance of conditions mentioned in ***Annexure-2.***

Further, Measures for improvement of self-propelled 8-Wheeler Tower Wagon, Model: OHE.01.B (Transportation Code: TW D) are also attached as ***Annexure-3.***

यह मुख्य रेल संरक्षा आयुक्त महोदय के अनुमोदनोपरान्त जारी किया जाता है

संलग्नक: यथोक्त

20.08.24

(ओ पी यादव)
विशेष कार्याधिकारी (यांत्रिक)

प्रतिलिपि:
महानिदेशक
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

[of CCRS Office's Letter No. Q (M/C)/13/2020-24-R, Dated 28.08.2025]

Measures to be taken before introduction of self-propelled 8-Wheeler Tower Wagon, Model: OHE.01.B (Transportation Code: TW D) manufactured by M/s Phoolton Transrail Ltd., Patna self-propelled 8-Wheeler Tower Wagon, Model: OHE.01.B (Transportation Code: TW D) manufactured by M/s Phoolton Transrail Ltd., Patna

Statutory inspection of the rolling stock by the CCRS was carried out on CCRS on 24.02.2025 at New Dadri Railway Station of DFCCIL. Para 3 of CCRS Inspection Report which suggests the measures for improvement in rolling stock before introduction of the machine for taking necessary action for their implementation:

1. From the discussion/ submission with RDSO & DFCCIL, It appears that the system lacks in process of approval of design either by DFCCIL or RDSO. The onus of design appears to be completely lies with PMC. To have an efficient design compatible to IR system, a standard process of design evaluation and approval is required to be framed and adopted for flawless design.
2. Availability of necessary maintenance facility with adequate trained maintenance staff and spares required to be ensured.
3. Welding of some under gear mounted items was found to be improper at some places. Corrective action to ensure proper welding of all the under gear mounted items shall be ensured in existing stock. Also, this shall be taken care of in all future production.
4. Provision of twin pipes (FP/BP) braking system in line with IR tower cars (as per standard RDSO practice) shall be explored in current stock and future production.
5. Several under gear equipment have been mounted on bolts/ fasteners without provision of positive mountings. Positive mounting of all underwear equipment shall be ensured and provision of extra safety supports and clamp shall be made in all the existing machine through retro-fitment as per standard practices.
6. Clamping of under gear pipes / hoses found to be provided with clamping support at large distances. Proper clamping of all pipes and hoses with standard packing support to be ensured for maintaining sturdiness.
7. Height of cattle guard from rail level shall be ensured as per standard values.
8. Suitable provisions of sensors/ limiting devices for ensuring the safe operation crane under/ adjacent live OHE shall be ensured.
9. Suitable operating instructions shall be legislated for ensuring stability of machine/ crane and proper training of concerned operators shall be ensured.
10. For safe operation of these machines, only trained departmental running crew shall be deployed.

***

[of CCRS Office's Letter No. Q/2011/13/2023-24-Tech, Dated 20.08.2025]

Conditions to be ensured by the Railway for operation of self-propelled 8-Wheeler Tower Wagon, Model: ONE.01.8 (Transportation Code: TW D) manufactured by M/s Phoolan Transrail Ltd., Patna, as per their GA drawing No. 880601000100 Rev. 03 and supplied by M/s Mitsui & Co. Ltd., Japan up to maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. RDSO-RDSO/1504/2022, dt. 13.12.2023. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before 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. It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.
4. Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
5. DFCCIL shall depute a rolling stock officer, who shall certify the maintenance of under gear items like bogie, wheels, suspension, brake system etc.
6. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
7. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
8. Any inflammable material shall not be permitted on the machine.
9. Proper facilities for diesel and water filling at machine sidings shall be made available.
10. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
11. Any part which are meant for operation/maintenance 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.
12. 25 kVA, "Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.
13. Availability of at least two fire extinguishers of adequate capacity shall be ensured in the driver's cab.

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

International Year of Cooperatives 2025

No. **2025/CEDO/SR/11/BCDS-22.9t-IR-DFCCIL** New Delhi, dated as signed

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 "Bogie Covered Defence System wagon type BCDS" [Max. Axle Load: **22.9t**] to RDSO's Drg. No. WD-20040-S-02 Alt.1, up to a maximum speed of **60 kmph in both empty and loaded condition** over Indian Railways, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/24/2023-24-T.W., dated 15.05.2025
(ii) RDSO letter no. MW/CS/BCL, dated 02.05.2024
(iii) RDSO Revised Provisional Speed Certificate (PSC) no. MW/CS/BCL, dated 14.03.2024

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, New Delhi; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of "Bogie Covered Defence System wagon type BCDS" [Max. Axle Load: **22.9t**] to RDSO's Drg. No. WD-20040-S-02 Alt.1, up to a maximum speed of **60 kmph in both empty and loaded condition** over Indian Railways, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

a. Observance of all conditions laid down in RDSO Revised Provisional Speed Certificate (PSC) no. MW/CS/BCL, dated 14.03.2024, to be read alongwith latest available amendments, if any, for operation up to a maximum speed of **60 kmph in both empty and loaded condition** over Indian Railways, by Zonal Railways and over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs 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 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
b. 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.
c. Suitable provision of permanent fasteners like huck/lock bolts for securing removable hood may be explored instead of bolts /nuts to prevent in-transit loosening.
d. Openings available in the floor area shall be covered properly to prevent dust and water ingress inside the wagon compartment.

E-3497399

e. All under floor equipment which are not positively mounted shall be provided with additional safety ropes/anchoring etc. as per standard practices. Provision of positive mountings for all underslung equipment may be explored and adopted for all future designs.

f. Securing/ locking of all doors with suitable sturdy locking arrangement shall be ensured for preventing accidental opening of doors during run.

g. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.

h. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.

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

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

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

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

29/07/25

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

No. **2025/CEDO/SR/11/BCDS-22.9t-IR-DFCCIL** New Delhi, dated as signed

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/24/2023-24-T.W., dated 15.05.2025
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

29/07/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
29.7.25 ADE(CIVIL)

International Year of Cooperatives 2025 — Cooperatives Build a Better World

Government of India
Ministry of Railways
(Railway Board)

International Year of Cooperatives 2025 — Cooperatives Build a Better World

No.2010/CEDO/SM/1 **New Delhi, Dated 08.07.2025**

The General Managers (Engg.),
All Indian Railways.

Sub:- Submission of System Maps (Division wise, District wise and MP constituency wise) of the Zonal Railways

Ref:- This office letter No. 92/CEDO/SM/1 dated 11.2.1992

System Maps of Zonal Railways serve as critical reference documents for investment decisions undertaken by the Railway Board, particularly by the MR Cell and Board Members. While the Zonal Railways have submitted the Division-wise System Maps for the year 2025, the District-wise and Parliamentary Constituency-wise maps are yet to be received in the Board's office.

2. In this regard, it is requested that 25 copies each of the updated and coloured System Maps (size A-0) for both District-wise and MP Constituency-wise categories, duly folded and enclosed in a suitable cover, be submitted to the Board's office by 31.07.2025. The maps should reflect the status as on 31.03.2025. Above type of maps apart from system map should be provided to Board every financial year.

3. It may also please be ensured that the preparation of these System Maps is strictly in accordance with the guidelines stipulated in the referenced communication.

08/07/25

(KISHAN RAWAT)
Director/Civil Engineering (G)
Railway Board
[Phone : Rly: 030-47598, MTNL: 011-23047598]
Email ID: padcegrb@gmail.com, dceg@rb.railnet.gov.in

Issued through g mail
09.7.25 ADE(C IV/C)

E-3492990

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

No. 2025/CEDO/SD/RS/01/DPRS-1200KW DEMU coaches **New Delhi, dated 26.06.2025**

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

Sub : Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (1030mm)** of Hydrogen fuel cell based DPRS 1200KW DEMU coaches viz. Driving Power Car (HDPC), DMU/TC (with General Second Class) (DDTCT3) and DMU/TC (with Vendor and General Second Class) (DDTCVT3) as Medha layout drawing no. D-D650-184615, Rev. 03, ICF layout drawing no. DMU/TC/SS-9-0-001 (latest alt.) and ICF layout drawing no. DMU/TC/V/SS-9-0-001 (latest alt.)

Ref: (i) CCRS office letter no. Q.14011/04/2024-25-TW, dated 26.03.2025
(ii) RDSO letter no. CT/DEL/AC/EMU/BG, dated 27.02.2025

With reference to RDSO above applications dated 27.02.2025 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, New Delhi; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 by **Minimum height of buffer & CBC couplers (1030mm)** of Hydrogen fuel cell based DPRS 1200KW DEMU coaches viz. Driving Power Car (HDPC), DMU/TC (with General Second Class) (DDTCT3) and DMU/TC (with Vendor and General Second Class) (DDTCVT3) as Medha layout drawing no. D-D650-184615, Rev. 03, ICF layout drawing no. DMU/TC/SS-9-0-001 (latest alt.) and ICF layout drawing no. DMU/TC/V/SS-9-0-001 (latest alt.), as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV (A) of IRSOD is as under:

(i) **Clause 14-** Minimum height above rail level for centres of buffers & couplers when fully loaded infringes by 70mm (i.e. 960mm instead of 1030mm)

26/06/25
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2025/CEDO/SD/RS/01/DPRS-1200KW DEMU coaches **New Delhi, dated 26.06.2025**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-55 w.r.t. his endorsement No. Q.14011/04/2024-25-TW, dated 26.03.2025
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Chg), Railway Board, New Delhi

26/06/25
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through gmail
26.6.25
ADE Civil

E-3492990

E-345136

International Year of Cooperatives 2025 — Cooperatives Build a Better World

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

International Year of Cooperatives 2025 — Cooperatives Build a Better World

No. 2023/CEDO/SR/29IBOXNMI-22.82t-DFCCIL **New Delhi, Dated : 11.06.2025**

The General Manager
South Western Railway
Gadag Road,Hubballi-580020

The Director General,
RDSO,
Manak Nagar, Lucknow

Sub: BOXNM1 22.82t axle load Sanction reg.

Ref :(i) CRSE/SWR's letter no.SWR/M/T/12/W/Wagon General BOXNM1 22.82, dated 27.05.2025
(ii) RDSO Speed Certificate No. SD.Pol 12.8, dated 07.5.2025
(iii)Railway Board letter of even no., dated13.05.2024

With reference to CRSE/SWR's letter no.SWR/M/T/12/W/Wagon General BOXNM1 22.82, dated 27.05.2025 above {ref.(i)}, issue examined in Board's office and clarified as under :

"Special trials may be conducted as per procedure given in Appendix-2 of Policy Circular No. 6"

In view of above, South Western Railway may be take necessary action accordingly.

11/06/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2012/CEDO/SD/RS/07 **New Delhi, Dated : 11.06.2025**

Copy forwarded for information & n/a to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055
2. General Manager, all Indian Railways (Except SWR)
3. The Commissioner of Railway Safety, All Circles
4. EDME(Fr), Railway Board

11/06/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
11/6/25 ADECC(W/L)

E- 3451316

R- 2127359

E-340147

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

No. 2012/CEDO/SD/RS/07 **New Delhi, Dated : as signed**

The General Manager
South Western Railway
Gadag Road, Hubballi-580020

Sub : Sanction letter for running of **EOG AC Track Recording Car LHB variant coach (LRZAC)** over KSR Bengaluru – Jolarpettai (Up & Down) BG section of SBC Division of South Western Railway.

Ref : GM/SWR's letter no.SWR/W.439/RS/LRZAC, dated 21.04.2025

With reference to above, Railway Board's sanction letter for 1st time running of above cited rolling stock could not be traceable in Board office.

In view of above, South Western Railway may kindly arrange to send Railway Board's sanction letter for 1st time running of above cited rolling stock at the earliest please.

29/05/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2012/CEDO/SD/RS/07 **New Delhi, Dated : as signed**

Copy forwarded for information & n/a to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055
2. General Manager, all Indian Railways (Except SWR)
3. The Commissioner of Railway Safety, All Circles
4. Principal Executive Director Track (M & Mc), Railway Board
5. Executive Director (Standards)Motive Power, RDSO, Lucknow
6. Executive Director (Standards) Track-I, RDSO, Lucknow

29/05/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through of mail
29.5.25 ADE(CIVIL)

E-2109552

No. 2024/Safety(Inquiries)/3/6 **Dated: 23.05.2025**

Sub: The accident of long – haul train no. N/PCMC and N/TSWS on UP line in Khongsara (KGS) – Bhanwartonk (BHTK) BG Electrified Section of Bilaspur Division of South East Central Railway on 26.11.2024.

Please find enclosed Commissioner of Railway Safety (CRS), South Eastern circle's final inquiry report into the subject incident. The cause, responsibility and recommendations made by the CRS which are marked as under may please be examined and comments/remarks be furnished to the Safety Directorate at the earliest.

Approval of the concerned Board Member may be obtained if it is not feasible to accept any of the recommendations.

Done 23/05/25
SO/Safety/Inquiries

ED/Safety/S&T 23/05/25

PED/Safety (On Leave)

AM/Traffic:	Cause of the Accident - Para 8.1 Responsibility - Para 8.2 a (i, ii & iii) Recommendations - Para 9.1, 9.2, 9.3 & 9.4
AM/Traction:	Responsibility - Para 8.2 b (i & ii) Recommendations - Para 9.2 & 9.5
AM/ME:	Cause of the Accident- Para 8.1 Recommendations - Para 9.1
23/5 **AM/CE:**	Recommendations - Para 9.6

PED/CE/P
Ch. ED/CE/S
26.5.25
DCE(G) 26/05
ADEN/CEDO & SSE
Item no. Para 9.6 not pertain to CE(G) Hq.
DCE(G)
DCE(P)
27/5/25
ADE(CEDO

O/C

8.1 Cause

Having carefully considered all the evidences, records submitted, observations made during the site inspection, and other circumstantial evidences produced by South East Central Railway, I have come to the conclusion that the accident of long-haul train no. N/PCMC and N/TSWS on UP line in Khongsara (KGS) – Bhanwartonk (BHTK) BG Electrified Section of Bilaspur (BSP) Division of South East Central Railway on 26.11.2024 occurred due to 'error in train working' i.e. combined effect of errors in framing the Subsidiary Rules & Operating manual by SECR and violation of guidelines for long haul operations issued by Railway Board vide No. 2022/TT-1/27/1 dated 04.08.2023 & Policy Circular No. 6, 2023 issued by Railway Board vide No. 2022/CEDO/SR/PC-6/0 dated 01.05.2023.

8.2 Responsibility

a. Primary responsibility

Primary responsibility for the accident lies with the officials of the Operating Department in the HQ of SECR for the following lapses:

(i) Drafting the Para 6.21 in Operating Manual with the provision that '..... *In case of goods trains the vacuum/air pressure hose pipe of the engine will not be connected to the hose pipe of the last vehicle*', which was in violation to the Para 30637 of ACTM issued by Railway Board.

(ii) Revision in SR 3.84.03-(a) vide Addendum & Corrigendum No. 56, dated 25.10.2023, omitting the provision that '.....*The rear Loco pilot shall primarily observe his vacuum gauge and be prepared to switch 'off' power (if this is being applied at the time) should the needle make any movement back.*' to facilitate running of trains without connecting the vacuum/air pressure hose pipe of the banker locomotives to the hose pipe of last vehicle.

(iii) Operation of long-haul trains in the section without following the procedure prescribed in Policy Circular No. 6, 2023 issued by Railway Board vide No. 2022/CEDO/SR/PC-6/0 dated 01.05.2023.

b. Secondary responsibility

Secondary responsibility for the accident lies with the officials of the Electrical Department in HQ of SECR, for the following lapses:

(i) Issuance of instructions vide No. SECR/Elect/Safety/315/23/2420 dated 18.08.2023 (copy attached as **Annexure- 9**) reiterating the provisions in Para 6.21 of Operating Manual of SECR, which were in violations to provisions in Para 30637 of ACTM.

(ii) Failure in implementation of guidelines for long haul operations issued by Railway Board vide No. 2022/TT-1/27/1 dated 04.08.2023.

8.3 Relief Measures

Relief Measures are considered satisfactory.

9.0 REMARKS AND RECOMMENDATIONS

9.1 BP hose pipe of the banking engine should always be connected with last vehicle of the train and provision in Para 6.21 (b) of Operating Manual and SR 3.84.03.-(a) issued by South East Central Railway should be modified accordingly.

9.2 In WAG-9 Locomotive, the system of notches for speed control is not available. Hence, it is advised to modify the subsidiary rule 3.84.03-(a) of SECR which reads as under- ".....On electrified section extra electric engine may be attached to a train either for double heading or for banking. The leading Loco Pilot who is in charge of the train, shall in such cases notch up until the train moves, the rear Loco Pilot assisting as required. As far as possible the leading Loco Pilot should be 4 notches ahead of the second Loco Pilot so as to ensure that field tap notch is not entered simultaneously and thus to reduce surges....."

9.3 In the instant case, it has emerged that instances of walkie-talkie failure in long-haul train operations, especially in cutting, are not new and have been occurring regularly. Therefore, it appears that long-haul train operations were being conducted in violation of Para 6.7 of Guidelines issued by Railway Board vide No. 2022/PL-I/27/1 dated 04.08.2023. Operation of long-haul trains in the Railway should be allowed only after the joint certification by concerned PHODs regarding compliance of guidelines issued by Railway Board and with the approval of General Manager.

9.4 Enabling provisions for running of long-haul trains should be incorporated in General Rules and Operating Manual issued by Railway Board, duly considering the result of operational trials conducted by RDSO.

9.5 The proliferation of DPWCS installations and pairings should be expedited for long-haul train operations by Railways.

9.6 Neither the approval of PCE has been taken nor the stipulations in IRPWM have been fulfilled for laying the LWR on a curve of 5.67 degree, at the location of accident. A detailed survey should be carried out by Railway to identify the LWRs laid in violation of provisions in IRPWM and suitable speed restrictions should be imposed at such locations, till rectification.

09/05/2025

(Brijesh Kumar Mishra)
Commissioner of Railway Safety
South Eastern Circle, Kolkata

No. 2025/CEDO/IRSOD-2022/GS/Court Case

E - 2107034

Sub: Comments on draft list of non-negotiable accessibility standards for the Transport Sector issued by the Ministry of Social Justice and Empowerment (MOSJ&E) in compliance with the directives of the Hon'ble Supreme Court in the matter of Shri Rajeev Raturi vs Union of India & Others.

Ref: (i) Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case/2 dated 19.05.2025

(ii) Secretary, Department of Empowerment of Persons with Disabilities (Divyangjan), Ministry of Social Justice and Empowerment, Government of India's DO letter no. I-15/3/2025AIC dated 07.05.2025

In reference to Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case/2 dated 19.05.2025 above note, item no. A-03 have been examined in Civil Engineering Dte., itemwise remarks as under :

Mode	Requirement	Reference	Category	Remarks
Rail : Long distance/ Suburban A **A-03** at page no. 20	**PLATFORM** Height of platform to be increased to near level boarding		★ Non-Negotiable 920 mm existing platforms (840 mm on case to case basis) I ■ Desirable /Recommended 1200 mm new stations w/o curve	★ **Non-Negotiable** • There is no provision available in IRSOD-2022 for height of existing passenger platforms as 920 mm. As per present provision of IRSOD-2022, passenger platforms heights 760 mm to 840 mm for existing passenger platforms. As the railway track is not designed as a rigid structure, and the specified range of 760-840 mm has been established to account for working tolerances required in maintaining the track's integrity. Consequently, it is not feasible to prescribe a single fixed dimension for the platform height relative to the rail level • Raising passenger platforms heights beyond 840 mm is not feasible, as most platforms must accommodate various types of rolling stock with differing floor heights and widths. For instance, the dimensions of conventional ICF coaches vary significantly from those of EMU coaches. • However, the height of suburban passenger platforms may be in the range of 840mm to 900mm for reducing gap between bottom of sole bar of EMU coach & platform floor and shall be applicable for operation of EMU stocks having height of bottom of sole bar above rail level not less than 1039mm above rail level in fully loaded condition. The height of suburban passenger platforms more than 840mm shall be permitted by General Manager, after ensuring maintenance condition of track and maintenance condition of rolling stock

Submitted please

DCEG
21.05.2025

EDCEG

21.5.25

ED/GS/SD

21.5.25

E-2107034

No. 2025/CEDO/IRSOD-2022/GS/Court Case

Sub: Comments on draft list of non-negotiable accessibility standards for the Transport Sector issued by the Ministry of Social Justice and Empowerment (MOSJ&E) in compliance with the directives of the Hon'ble Supreme Court in the matter of Shri Rajeev Raturi vs Union of India & Others.

Ref: (i) Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case/2 dated 19.05.2025

(ii) Secretary, Department of Empowerment of Persons with Disabilities (Divyangjan), Ministry of Social Justice and Empowerment, Government of India's DO letter no. I-15/3/2025AIC dated 07.05.2025

In reference to Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case/2 dated 19.05.2025 above note, item no. A-03 have been examined in Civil Engineering Dte., itemwise remarks as under :

Mode	Requirement	Reference	Category	Remarks
Rail : Long distance/ Suburban **A** **A-03** at page no. 20	**PLATFORM** Height of platform to be increased to near level boarding		★ Non-Negotiable 920 mm existing platforms (840 mm on case to case basis) ■ Desirable /Recommended 1200 mm new stations w/o curve	★ **Non-Negotiable** • There is no provision available in IRSOD-2022 for height of existing passenger platforms as 920 mm. As per present provision of IRSOD-2022, passenger platforms heights 760 mm to 840 mm for existing passenger platforms. As the railway track is not designed as a rigid structure, and the specified range of 760-840 mm has been established to account for working tolerances required in maintaining the track's integrity. Consequently, it is not feasible to prescribe a single fixed dimension for the platform height relative to the rail level • Raising passenger platforms heights beyond 840 mm is not feasible, as most platforms must accommodate various types of rolling stock with differing floor heights and widths. For instance, the dimensions of conventional ICF coaches vary significantly from those of EMU coaches. • However, the height of suburban passenger platforms may be in the range of 840mm to 900mm for reducing gap between bottom of sole bar of EMU coach & platform floor and shall be applicable for operation of EMU stocks having height of bottom of sole bar above rail level not less than 1039mm above rail level in fully loaded condition. The height of suburban passenger platforms more than 840mm shall be permitted by General Manager, after ensuring maintenance condition of track and maintenance condition of rolling stock

Submitted please

DCEG
21.05.2025

EDCEG

21.5.25

ED/GS/SD

No. 2025/GS/SD-I/1/01/Court-Case/2 Dated: 19.05.2025

Sub: Comments on draft list of non-negotiable accessibility standards for the Transport Sector issued by the Ministry of Social Justice and Empowerment (MOSJ&E) in compliance with the directives of the Hon'ble Supreme Court in the matter of Shri Rajeev Raturi vs Union of India & Others.

Ref: (1) Secretary, Department of Empowerment of Persons with Disabilities (Divyangjan), Ministry of Social Justice and Empowerment, Government of India's DO letter no. I-15/3/2025-AIC dated 07.05.2025.

(2) Dir/GS/SD-I's note issued vide even no. dated 08.05.2025.

In continuation to note under reference (2), MoSJ&E has issued draft list of non-negotiable accessibility standards for the Transport Sector vide reference (1), in compliance with the directives of the Hon'ble Supreme Court in the matter of Shri Rajeev Raturi vs Union of India & Others dated 07.05.2025, the comments on which are to be submitted within 15 days from the date of issue of the letter i.e. latest by 22.05.2025.

In the light of above, concerned Directorates are requested to kindly send comments on their respective subject matter latest by 20.05.2025 so that MoSJ&E may be replied timely.

DA: Letter dated 07.05.2025

KUNAL SONI Digitally signed by KUNAL SONI Date: 2025.05.19 18:57:21 +05'30'

Dir/GS/SD-IV

ED/GS/SD&T

EDPM

ED/ME (CHG)

ED/EEM

ED/Tele

ED/C&IS

ED/CE/G

ED/GS/T

ED/L&A

DIG/Projects

ED/PG

ED/RS(G)

राजेश अग्रवाल, भा.प्र.से.
सचिव
Rajesh Aggarwal, IAS
Secretary

सत्यमेव जयते

भारत सरकार
सामाजिक न्याय और अधिकारिता मंत्रालय
दिव्यांगजन सशक्तिकरण विभाग
Government of India
Ministry of Social Justice & Empowerment
Department of Empowerment of Persons with Disabilities (Divyangjan)

DO No. I-15/3/2025-AIC

07th May, 2025

Dear Ms. Nayar,

It is noteworthy that in compliance with the Hon'ble Supreme Court's judgment dated 08.11.2024 in *Writ Petition (Civil) No. 243 of 2005 – Shri Rajive Raturi vs. Union of India & Ors.*, the Department of Empowerment of Persons with Disabilities (DEPwD) is in the process of redrafting **Rule 15 of the Rights of Persons with Disabilities (RPwD) Rules, 2017**, to incorporate a minimum set of enforceable and non-negotiable accessibility standards across various sectors.

2. Pursuant to the judgment, several rounds of inter-ministerial consultations and stakeholder meetings were conducted, including sector-wise deliberations with technical assistance from NALSAR-CDS. As part of this process, a **draft list of non-negotiable accessibility standards for the Transport Sector** has been finalized and received from the nodal group constituted for the purpose.

3. The draft standards are enclosed herewith for your kind consideration. You are requested to kindly **furnish your Ministry's comments or inputs within 15 days** from the date of this communication. In case no response is received within the stipulated timeframe, it shall be presumed that your Ministry concurs with the proposed standards.

4. Your timely response will greatly facilitate the finalization of the redrafted Rule 15 of RPwD Act, thereby ensuring effective and uniform accessibility implementation in accordance with the Hon'ble Supreme Court's directions and the RPwD Act, 2016.

Regards,

Encl: As above

Yours sincerely,

(Rajesh Aggarwal)

Ms. Aruna Nayar
Secretary,
Ministry of Railways
Rail Bhawan, Raisina Road,
New Delhi, 110001
E-mail: secyrb@rb.railnet.gov.in

Accessibility Standards for Transport Eco-System

SAC-RR Working Draft as on 29-4-2025

3
Common 3
BOOKING 3
SECURITY 3
MOBILITY SOLUTION INVENTORY 4
PROCUREMENT & BUDGETING 4
BUILDING INFRA 5
COMMS & ICT 6
SERVICES 6
FEEDBACK & ASSISTANCE 6
BOARDING SOLUTIONS 7
VEHICLE 7
Road : NMT 7
PAVEMENT / FOOTPATH 9
CROSSINGS & INTERSECTIONS 10
Road : Taxis , IPT 10
Road : Adapted Vehicles Etc 12
Road : Special Vehicles 12
Road : Bus Shelter 1
Road : Bus Terminals / Depots 12
Road : Type III Bus-Long Distance 12

Road : Type 1 & II (City & Inter-City) Buses 12
DOORWAY / GATE / LEVEL CHANGES 12
SEATING 13
SUPPORT, SAFETY & FALL PREVENTION 14
COMMUNICATION / PIS / ITS / ICT 15
POLICY UPDATION 16
Road : Ropeways 16
PLATFORM & BUILT INFRA 16
GONDOLA CABIN & CHAIR 17
POLICY UPDATION 17
Rail : Long distance / Suburban 18
PLATFORM 18
COACH 19
Rail - Metro / RRT 20
PLATFORM 20
COACH 21
POLICY UPDATION 21
Air 21
AIRPORT 21
CRAFT 21
POLICY UPDATION 22
Water 22
POLICY UPDATION 22
Others 23
ACRONYMS / GLOSSARY 23

MODE	REQUIREMENT	REFERENCE	CATEGORY
Common			
A	**BOOKING**		
A01	SSR code based planned seat logic, priority, allotment, wheelchair type allocation and accommodations - (Vande Bharat DTC,) aisle / bulkhead seat etc, kerb to kerb assistance, app based on demand seat assistance (Pizza delivery), Ambulift / aerobridge logic.	FMC to RB	★ Non-Negotiable
A02	UDID based concession	FMC to RB	★ Non-Negotiable
B	**SECURITY**		
B01	Sector created manual - common process, recognition of Sunflower Lanyard	Services - security screening	★ Non-Negotiable
B02	Separate queue with screening / privacy room, ETDs, wide x-ray, QR coded AAC poster on process		★ Non-Negotiable
B03	FREMEC, Assistance cards and AAC customised boards		★ Non-Negotiable
B04	Wider AFCs with angled ticketing interface and adjacent wide swing door with trained human assistance		★ Non-Negotiable
B05	Mobility device handling, stowage, DAA tag, damage and interim rental		★ Non-Negotiable
C	**MOBILITY SOLUTION INVENTORY**		
C01	Buggy in lieu of WCHR & WCHS - Wheelchair accessible option with ramp		★ Non-Negotiable
C02	Electric vehicles footboard need to have lower heights and AVAS		★ Non-Negotiable
C03	Mini and micro shuttle buses cannot be exempt from low floor requirements		★ Non-Negotiable
C04	Manual / power wheelchairs (with flags) to be distinguished from aisle chairs		● Aspirational
C05	Power wheelchair charging point		★ Non-Negotiable Railway / Type II Bus
C06	Trolley steps & wheelable ramps		

MODE	REQUIREMENT	REFERENCE	CATEGORY
C07	Luggage Trolley - self wheelchair		★ Non-Negotiable Airport
C08	Bridging rollout ramps (caster wheel safety)		★ Non-Negotiable RRT / Metro, Ferry, Aerobridge
C09	As per passengers' preferences, access whilst still using adaptive equipment i.e. without transferring as far as possible, must be provided with demarcated designated spaces, securing points and stowage compartments.		■ Desirable / Recommended
D	**PROCUREMENT & BUDGETING**		
D01	Timebound accounting head for Retrofit India campaign as % of total		★ Non-Negotiable
D02	Bilateral agreements to comply with accessibility standards even in ToT, goods arising from conditional loans		★ Non-Negotiable
E	**BUILDING INFRA**		
E01	Location, convenience and alignment must centre around the shortest distance to be travelled by ambulant disabled passengers, with travel centric design of new transportation facilities		★ Non-Negotiable Airport | [illegible]
E02	Universal Design of infra - waiting room, dorms, dual height counters, kiosks, multimodal signage, surface contrast and safety	SAC-RR Draft BE - A	★ Non-Negotiable
E03	All toilets to be step-free with grab bars at commode and lever controls.Temporary locker facility to keep luggage, Doors to have hooks for bags		★ Non-Negotiable | ■ Desirable / Recommended Locker
E04	Standalone unisex single occupant wheelchair accessible toilet Type A		★ Non-Negotiable
E05	Family Toilet - multi occupant, standalone, mixed gender with adult changing table, shelves with medical waste bins, baby counter and infant foldable seat with seatbelt	FMC to RB Adapted - for rail, road, water. Changing Places compliant for international airports.	★ Non-Negotiable Int Airport - Changing Place compliant | ■ Desirable / Recommended

MODE	REQUIREMENT	REFERENCE	CATEGORY
			Adapted Changing Places standard for large stations, bus terminals
			★ Non-Negotiable
E06	Rescue Assembly floor marked Area with Evacu Chair at staircases, connected with tactile, homing signal		■ Desirable / Recommended Airport
E07	Quiet / Sensory Room near Prayer room		★ Non-Negotiable
E08	Escalator safety	FMC to RB	★ Non-Negotiable Airport
E09	ETDs for disability priority queue and Xray large enough for wheelchair, SUnflower lanyard trained staff and QR code to govt site with security rules infographic and accessible privacy screen with transfer seat		● Aspirational
E10	Audio induction loop areas and design		★ Non-Negotiable Maps | ■ Desirable / Recommended Airport | ● Aspirational Other transport
E11	ULE BT Beacon based wayfinding Static and dynamic maps		● Aspirational
E12	Navilens type QR code wayfinding to supplement TGSIs		★ Non-Negotiable
E13	Tactile map at accessible entrances to be supplemented by tactile cues at railings and outside lift jamb		
F	**COMMS & ICT**	FMC to RB IS-17802	★ Non-Negotiable
F01	Multimodal 'web-first' communication, Visit us accessibility, accessible parking, gate, entrance and toilet mapping and service alerts.		

MODE	REQUIREMENT	REFERENCE	CATEGORY
F02	Announcement feed to online text feed for deafblind		■ Desirable / Recommended
G	**SERVICES**		
G01	Transit & travel orientation to familiarise passengers and Orientation & Mobility training for newly disabled / 1st timers		■ Desirable / Recommended
G02	Operations SoP, personnel training, support staff certification and passenger responsibilities		★ Non-Negotiable
G03	First responder training, evacuation, rescue		★ Non-Negotiable
G04	Wheelchair / assistive device safe handling SOPs		★ Non-Negotiable Air
G05	ALIMCO rent a mobility device stall in case of damage		■ Desirable / Recommended Air
H	**FEEDBACK & ASSISTANCE**		
H01	Diversity and Disability support component in training syllabus for air stewards, pilot / captain, porter / concierge, CISF / Security / Porter / MAAS etc		★ Non-Negotiable
H02	Anonymised disaggregated data of complaints, safety incidents etc to be provided by regulators via data.gov.in		★ Non-Negotiable
H03	Sign-Line ISL Video Relay Phone Service to supplement national remote realtime translation helpline and CART startups		■ Desirable / Recommended
H04	AAC Communication board standardised for travel		■ Desirable / Recommended
I	**BOARDING SOLUTIONS**		
I01	Bus wheelchair lifts currently deployed in PM eBus Sewa scheme to undergo safety testing and then fit-to-ply demo in real world conditions		★ Non-Negotiable
I02	Platform gap rubber fillers to be provided at metro stations and RRT		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
I03	Bridge plate - automated, vehicle based to be tested and deployed at metro and RRT		● Aspirational
I04	Bridge plate - automated, platform based to be tested and deployed at metro & RRT		● Aspirational
i05	Rollout ramp - manual for metro & RRT		★ Non-Negotiable
I06	Platform screen doors to be provided at metro & RRT stations in addition to tactile platform warning edge.		★ Non-Negotiable
I07	Mini-high platform for level boarding of at least 1 reserved compartment per long distance train with boarding ramp		★ Non-Negotiable
I08	ATR boarding ramp solution to be tested for high floor Type 3 buses at bus terminals in addition to mini-high BRT styled multi-height boarding platform		★ Non-Negotiable
J	**VEHICLE**		
J01	Minimum clear width of entry to be 36" / 915 mm to account for diverse mobility aids		★ Non-Negotiable
J02	Multimodal safety information shall be provided		★ Non-Negotiable
J03	Inclusive first aid kit and crisis rations / supplies shall be provided in a designated space communicated via safety announcements		★ Non-Negotiable
J04	Evacuation equipment and training must include the needs of passengers with disabilities		★ Non-Negotiable
Road : NMT	**Pedestrian Infra**	SAC-RR Draft BE - A : 1,3-11, 17, 25,27, 31, 35 | NBC-2016 | IRC-103-2022 , | IRC-117-2018 , | IRC-056-2011 ,	
A	**PAVEMENT / FOOTPATH**		
A01	Elevated pavement of 150 mm on both sides of finished road to be provided where traffic speed is > 15 km/hour (and if need be can be reclaimed from the carriageway / parking). One-side footpath may be permitted only where RoW < 10m	IRC-103-2022 - 6.2	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
A02	Pavement to demarcate clear width of 2 m wide walkway to ensure 2 wheelchairs can pass each other. (ISA symbol marking at start and end can reinforce lane usage). Transverse slope of this pedestrian zone to not exceed 2% for wheelchair user safety. Surface of the pavement to be smooth (and uniform in colour and material) but non-slip achieving PTV ≥ 45 when wet. Any gratings / storm water drain inlets, even if flush, should be perpendicular to direction of travel to prevent blind pedestrians' cane or wheelchair's casters from getting caught in the gaps.	IRC-103-2022 - 6.2.1	★ Non-Negotiable
A03	Walkway to be devoid of obstructions for 2.4 metre clear height - tree branches should be routinely trimmed to ensure safety for blind pedestrians.	IRC-103-2022 - 6.2.1	★ Non-Negotiable
A04	Where there are many building entrances cutting across the footpath, a seamless tabletop design pavement will be preferred to kerb cuts. Ramped access for vehicles can be provided only before and after the pavement walkway. Tactile warning of contrasting shade should indicate vehicular crossover zones	IRC-103-2022 - 6.2.1	★ Non-Negotiable
A05	Contrasting tactile guiding path must be provided when footpath exceeds 4m, on the walkway side closer to the carriageway	IRC-103-2022 - 6.2.5	★ Non-Negotiable
A06	All street access control bollards of at least 800 mm height must be placed apart with no less than 900 mm and no more than 1200mm clear width to be able to admit wheelchairs while blocking auto-rickshaws. Care should be taken during installation to factor in other potential barriers at the pavement boundaries like trees, sign boards and electricity boxes. For pedestrians with low vision, bollards should contrast visually (factoring in colourblindness and night time use) with the surface of the pedestrian circulation path and with other background colours. 6" band yellow prismatic retroreflective strips must wrap around the top and bottom of each non-security bollard located approximately 2" from the top of the bollard, AND approximately 12" from the bottom of the bollard. Where the pavement meets the carriageway, whether flush or dropped kerb, the bollards must be installed in the 300 mm setback from pavement edge where the 560-600 mm depth full width tactile warning strip starts. Tactile warning pavers (with minimum luminous contrast of 70%) must be used as warning strips near all locations on the footpath with conflicting uses like driveways - especially if tabletop crossings to property entrances. Where bollards are placed parallel to the carriageway to prevent mounting by vehicles, they must be at the edge or immediately after the kerb stone. In case of designated parallel parking the bollards may be set back 460 mm from the kerb edge.	IRC-117-2018 - 3.2.20	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
A07	Kerb Ramps transitioning to street level shall have a gradient not steeper than 1:15 with width not less than 1200 mm and flared sides with gradient not steeper than 1:10 while preventing water pooling. If a landing is not provided, clearance of at least 800 mm on the footpath behind the kerb ramp. A contrasting tactile warning of at least 300 mm width (or more depending on location vis a vis line of travel) must stretch across the entire width where ramp meets road. Dropped kerbs should be provided at parking, crossings, bus shelters, IPT stands and at least every 100 m on long roads to prevent long detours for wheelchair users. If there is a kerb ramp on one side of the roadway, there should also one be on the other to prevent pedestrians being 'stranded' on the roadway itself.	IRC-103-2022 - 6.7.1 NBC-2016 B-2.3 IRC-117-2018-3.2.2 ADA-§406	★ Non-Negotiable
B	**CROSSINGS & INTERSECTIONS**		
B01	At-grade controlled crossings (whether Zebra, Pelican or Puffin signalled) need to provide level access on both sides of the road of the same width as the crossing itself (i.e. 2000 mm minimum) whether by dropped kerb or raised, 'tabletop' crossing. Medians with width not less than 1500 mm in the middle and contrasting tactile warning demarcations, must either be cut through and levelled with the street or have a returned kerb ramp to the raised median in case the road is very wide. Bollards may be spaced to permit wheelchair users but deter motor vehicles.	IRC-103-2022 - 6.7.1	★ Non-Negotiable
B02	Well-lit grade separated crossings are to be resorted to only when unavoidable and whether overpass or underpass must be enclosed, 1:20 ramped with contrasting, dual height, heat-insulated railings and landings with at least 1500 mm length (and in case of change in direction, 1500 mm width) clear wheelchair navigation space at every rise of 2.5m. Raised benches of 550 mm straight seat height with 890 mm upright backrest and armrests would help elderly / chronically fatigued to rest. Bollards may be spaced at either end to permit wheelchair users but deter motor vehicles.	IRC-056-2011 - 12	★ Non-Negotiable
B03	Audio Visual traffic signals locations must be mapped with locations released as open data for smartphone guided wayfinding. Timings must factor in atypical crossing times. Pedestrian On demand accessible pedestrian signals (APS) should further provide vibrotactile information to benefit deaf-blind pedestians with pushbutton controls accessible by wheelchair users.	HG-2021-3.8.5 ADA PROWAG 2023	★ Non-Negotiable - Audio & Clicking - Vibrotactile option
B04	Street name boards must include a standard placement of enhanced Navilens type QR code for pedestrians with low vision	IRC	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
Road : Taxis , IPT			
A01	Licensing for 4 wheeler taxis / All India permit holders to require vehicles to have trunk capacity to fit an IS7454:2024 standard folding wheelchair. / rollator / walker		★ Non-Negotiable
A02	Commercial driving license acquisition to be conditional to drivers being 'trained to proficiency' in disability assistance via tests based on self-guided multimedia tutorials		★ Non-Negotiable
A03	Discriminatory provision 7.6a in advisory for licensing of on demand aggregators to be removed as this exclusionary provision is targeted towards disability characteristic alone. 7.4c to include discrimination on the basis of disability.		★ Non-Negotiable
A04	Assistance to disabled passengers in locating and use of taxi must be provided without any additional charges - advance intimation of such specific needs shall not be a cause for refusal of service.		★ Non-Negotiable
A05	Post app aggregator market disruption and resulting absence of a designated taxi vehicle model like London's Black Cab or the Kaali Peelis, taxi aggregators must offer a proportion of wheelchair accessible vehicles (WAVs) to ensure equivalent service.		★ Non-Negotiable
A06	Demand-responsive aggregators to provide vehicle choice app filters for wheelchair users to specify whether seat transfer is possible or own wheelchair travel with tie-downs and ramp / lift required.		★ Non-Negotiable
A07	E-autorickshaw taxi policy (including share auto and shuttle buggies) must include standardised design on lines of Kickstart Gati or EzyMov to allow wheelchair boarding and safe travel. - current policy only outlines livelihood scheme for family members of persons with disabilities.		★ Non-Negotiable
Road : Adapted Vehicles Etc			
A01	GST rationalisation from 18% to 5% for adapted car		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
A02	Fastag exemption migration to GNSS		★ Non-Negotiable
A03	Frictionless default future exemption from odd-even type restrictions as essential living aid for drivers with disabilities		★ Non-Negotiable
A04	Highways wayside amenities (Restaurants, Washrooms, Fuel Stations, EV Charging, Truckers Amenities, Medical Facility, Kids Play Area, Auto Repair/Maintenance, Village Haats) to meet specific design needs of drivers and passengers with disabilities including Changing Places Toilets.		★ Non-Negotiable
A05	Blue Badge type QR code verifiable reserved parking sticker system to be rolled out for drivers with disabilities with potential for UDID database integration		★ Non-Negotiable
A06	Symbol standardisation specific to accessible parking in India is required		★ Non-Negotiabl
A07	Electric vehicle registration plate requires a more readable design.		★ Non-Negotiabl
A08	Driving license SOP for persons with disabilities for frictionless experience at RTO offices		★ Non-Negotiable
A09	Electric charging infra to be universally designed for disabled drivers and must include power wheelchair charging		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
Road : Special Vehicles	• Ambulance & Fire to carry scoop stretcher and cervical collar to reduce spinal cord injuries due to improper post trauma handling • Police / Prison Van - Low Floor with ramp, pneumatic kneeling, foldout step		★ Non-Negotiable
Road : Bus Shelter	• Pavements to be blended with bus shelter with LF bus level boarding platform with Kassel Kerb base • Marking - bus lane, ISA etc and docking flag	SAC-RR Draft BE - B (Part B FMC specs being incorporated)	★ Non-Negotiable
Road : Bus Terminals / Depots	Terminals must be equipped with additional inspection pits for low floor buses as well as multilevel boarding platforms with docking rubber platform gap fillers and fold out ramps to permit wheelchair boarding of buses whether LF, SLF, HF or truck chassis high floor		★ Non-Negotiable
Road : Type III Bus-Long Distance	New non-low floor buses may be permitted to operate with ARAI-certified wheelchair lift and onboard aisle chair if the luggage is stored at the base.		★ Non-Negotiable
Road : Type 1 & II (City & Inter-City) Buses			
A	**DOORWAY / GATE / LEVEL CHANGES**		
A01	Max 400 mm floor height (GFH) w/o kneeling, Step-Free, Level Entry Door 1200 mm wide (at least 900 mm clear after counting flaps and railing) with immobile (achieved by inswing door) handrails' knuckle clearance of 38 mm across full length) , contrast / lit edges and av indicator for door opening and closing and failsafe	* AIS-153 Anx V - 3.6.4 * HG-2016 11.7.1.2 / 21 6.3.1.2.2,	★ Non-Negotiable All new procurement including mini buses

MODE	REQUIREMENT	REFERENCE	CATEGORY
A02	At least 60 mm kneeling via air suspension on entry/exit side severally & collectively with failsafe	* AIS-153 2.8 * AIS-153 Anx V - 3.11.2 * UBS II 7.3	★ Non-Negotiable
A03	**Rear entrance** wheelchair ramp to extend to 400 mm level bus boarding platform specified in UBS II. Sunken type **hybrid** (manually wrap over + retractable automatic cassette ramp below footboard), for wheel chair of PwDs, fitted on floor at gate in front of PwD seat anchorage. Load capacity 300 kg mm, anti side roll edge colour contrasted. Usable width of 800 mm (920 mm will facilitate crutch users) usable length 1200 mm. **AIS bus ramp slope contradictory** with AIS requirement of 'moving freely and easily' for unassisted, safe boarding - Maximum slope should not exceed 1:6. Pictographs on ramp must caution use of seat belt and anti-tip wheels.	* AIS-153 Anx V - 3.11.4.1.3 * AIS-153 Anx V - 3.6.4.1 * UBS II 14.8 * MOUD 2012 NUTP advisory * MoRTH 2021 draft 10.4.1	★ Non-Negotiable | Hybrid ramp in view of imminent card swipe fare box conductorless travel
A04	**Front entrance** height of first step from ground to not exceed 250 mm says bus code - with fold out / retractable step this should be 6" / 150 mm for ambulant disabled		★ Non-Negotiable
A05	Passenger safety system - allowing bus motion on electro pneumatically controlled entry / exit gates doors closing and doors opening only when the bus is stopped	* UBS II 14.1.d	★ Non-Negotiable
A06	Anti-skid Interior steps in case of low entry bus to be 120-250 mm high with 200 mm depth with 50 mm edge demarcation contrast and fully coloured tread of first and last step. Colour contrasted stanchions to be aligned with steps and seats for fall prevention. Elevated seat platforms to be similarly edge demarcated.	* AIS-052 2.2.5	★ Non-Negotiable
B	**SEATING**		
B01	At least 1 front-facing Wheelchair space close to the driver must be not less than: 1300mm measured in the longitudinal plane of the vehicle, 750mm measured in the transverse plane of the vehicle, 1500mm measured vertically from any part of the floor of the wheelchair space. **Backrest**	* AIS-153 Anx V - 3.6 * AIS-153 Anx V - 3.8 * CMVR -2022 GSR-797(E)	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
	with seat belt anchorage, stoppers, WTORS and handrail, communication button at 700-1200 mm height.		
B02	At least 4 Priority seats **with seat belts** for other PRM / medically disabled (with tactile pictogram) near driver (2 for Midi / Mini) with movable armrests, aid securement, tactile pictogrammed high visibility communication control at 700-1200 mm height.	* AIS-052 2.2.19.1 - 5 * AIS-153 3.2 * CMVR -2022 GSR-797(E)	★ Non-Negotiable
B03	Space for guide dog	* AIS-153 Anx V - 3.2.2	● Aspirational
1C	**SUPPORT, SAFETY & FALL PREVENTION**		
C1	Handrails & stanchions & handholds - boarding assist till seat. Immobile, high visibility, colour contrasting and slip resistant.	* AIS-052 2.2.19.4 * AIS-052 2.2.9 * AIS-046 * AIS-153 Anx V - 3.4 * CMVR -2022 GSR-797(E)	★ Non-Negotiable
C2	Gangway min 700 mm width	* UBS II 15.7.2.b	★ Non-Negotiable
C3	Level floor anti-skid without trip hazards (WTORS), colour contrasted demarcated wheelchair space, priority seating. If low entry bus, internal steps to have tactile warning at both ends and edge colour contrast for every step. Ditto if some seats are on raised platforms. These seats and those opposite doors to have seat belts and vertical stanchions.	* AIS-153 : Anx V 3.11.4.1.6	★ Non-Negotiable
C4	Bilateral under run protection - (front & rear depending on design)	* AIS-052 : 2.2.20 / 2.2.21 etc	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
D	**COMMUNICATION / PIS / ITS / ICT**		
D01	GPS + Transponder Automatic Vehicle Location Realtime Text Feed via GTFS - Flex. Multimodal (audio + visual + phone based text feed of information of destination display, route, bus identification & homing transmission / beacon system for blind / deafblind, arrival announcements, emergency alerts etc. Acoustic Vehicle Alerting System (AVAS) for electric / Quiet Road Transport Vehicles	* AIS-153 - 2.18 * AIS-140 * AIS-173	★ Non-Negotiable Avas | On Board homing system for blind - phased implementation | Aspirational Announcement text feed for deaf-blind
D02	Wheelchair Boarding Driver Communication button 800-1300 mm high adjacent to door, Tactile pictograms with high visibility. Message to be received by driver separate from other call buttons.	* AIS-153 Anx V - 3.3.4 * CMVR -2022 GSR-797(E)	★ Non-Negotiable
D03	Signage / Tactile Pictogram on wheelchair accessible door and at wheelchair docking space floor and backrest, and outside bus indicating wheelchair space location. Ditto dashboard and ramp.	* AIS-153 Anx V - 3.7 * CMVR -2022 GSR-797(E)	★ Non-Negotiable
D04	High visibility Night Stop on demand request communication button shall be fitted at an ideal height of 1.2 meter (800-1500 mm) on all stanchions. Message to be received by driver separate from other call buttons.	* AIS-153 Anx V - 3.3 * CMVR -2022 GSR-797(E)	★ Non-Negotiable
D05	App integration with GTFS Pathways, SoundScape , NextStop ,	* RPDA 2016 * RPDA 2016	★ Non-Negotiable GPS app to indicate LF bus, bus shelter

MODE	REQUIREMENT	REFERENCE	CATEGORY
		* GIGW 2.0 * IS 17802 Parts	accessibility vis GTFS | ● Aspirational
E	**POLICY UPDATION**		
E01	In keeping with ongoing UNECE R-107 amendments, the bus body code needs to be synced to insert the missing words from R-107's 2.1.4 to AIS-052's 1.1.74 so that it reads : 'Low-floor vehicle' **is a vehicle of Type I, II or B** in which at least 35 per cent of the area available for standing passengers **(or in its forward section in the case of articulated vehicles, or in its lower deck in the case of double-decker vehicles)** forms an area without steps and includes access to at least one service door.		★ Non-Negotiable
E02	Apart from Group B minibuses required to be low floor, microbuses and e-carts must also be low floor with a boarding height of 340 mm or lower.		★ Non-Negotiable
E03	UBS to include specifications for hilly area buses and electric buses which must be born ultra low floor irrespective of end use class or type		★ Non-Negotiable
E04	Rural area option of Mega-Bus type solution to be standardised		★ Non-Negotiable
E05	Low Floor bus chassis to be promoted to utilise vast capacity of bus body manufacturers in the transition to low floor city and inter city buses		★ Non-Negotiable
Road : Ropeways			
A	**PLATFORM & BUILT INFRA**		
A01	Horizontal platform gap between cabin door opening floor edge and platform edge shall not be greater than 1 inch (25.4mm). The height of the cabin floor to the platform shall be within +/- ½ inch (+/- 12.7mm).	OITAF standards 2024	★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
	Additionally to cater for operational variation, platform / vehicle / system devices or bridge plates shall be provided for independent boarding(1220mm x 760mm)		
A02	Standstill / stationary boarding with no penalty for increased dwell time		★ Non-Negotiable
A03	Specialised rescue equipment availability, training videos, disseminations and drills		★ Non-Negotiable
B	**GONDOLA CABIN & CHAIR**		
B01	Folding seats may be provided alongside wheelchair space with minimum clear floor of 48 inches by 30 inches (1220 x 762mm) - priority space / seat to be demarcated and signs provided		★ Non-Negotiable
B02	Wheelchair tiedowns should ensure no trip risk and have stickered multimodal instructions and safety information		★ Non-Negotiable
B03	Operable parts like help button etc shall be at a height of 34 - 48 inches (865 -1220 mm) above finished floor level		★ Non-Negotiable
B04	Restrain bar height limits: ≥ 8 in (204mm)		★ Non-Negotiable
B05	Seat surface depth range: 17 in (432mm) - 20 in (508mm)		★ Non-Negotiable
B06	Seat back height range: 14 in (356mm) - 19 in (483mm)		★ Non-Negotiable
B07	Seat to back gap range: 3 in (76mm) - 6 in (152mm)		★ Non-Negotiable
B08	Seat surface to seat back angle: 98°		★ Non-Negotiable
B09	Seat surface tilt angle range: 7° - 12°		★ Non-Negotiable
B10	Edges to be contrasted and rounded or padded for safety of passengers needing assistance		
C	**POLICY UPDATION**		
C01	Policy gap of standardisation of Parvatmala / ropeway terminals and gondola design to be rectified and specific mention of ropeways to be specifically mentioned in RPWD rules		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
C02	Aerial rescue SOP to be drawn up - still unavailable for general population itself		★ Non-Negotiable
Rail : Long distance / Suburban			
A	**PLATFORM**		
A01	Trains must not extend past platforms or length of platforms to be increased to 600 m to accommodate 24 LHB coach rake with corresponding signal position change.		■ Desirable / Recommended
A02	Slope of ramped end of platforms to be 1:21 with caution sign		★ Non-Negotiable
A03	Height of platform to be increased to near level boarding		★ Non-Negotiable 920 mm existing platforms (840 mm on case to case basis) ■ Desirable / Recommended 1200 mm new stations w/o curves
A04	Platform cross slope to ensure wheelchair does not veer towards the tracks		★ Non-Negotiable
A05	Trolley path to be levelled for **RPF assisted** wheelchair crossing - caution sign		★ Non-Negotiable
A06	Interplatform transfer (IPT) via 1:20 sheltered ramped FOB or underpass / subway	Adapted RDSO/WKS/2013/002	★ Non-Negotiable
A07	Mechanised stair-climbing wheelchair (EvacuChair) for existing FOB with only steps / lift		★ Non-Negotiable
A08	Contrasting TWSIs (70% LRV) flush from platform edge for 600 mm width	ADA	★ Non-Negotiable
A09	Contrasting TGSI (70% LRV) accessible path		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
A10	Non-slip, non-reflecting station floor with SRV (PTV) of 36+ whether dry / contaminated	FMC to RB	★ Non-Negouable
A11	Lifts to be provided as additional IPT accessibility solution, not escalators		■ Desirable / Recommended
A12	Multimodal announcements via app and SLI avatar		★ Non-Negotiable AV default, number of coaches, location of SLRD sequence | ● Aspirational
A13	Portable boarding ramp + aisle chair (Guntur model) + Trolley Steps	FMC to RB	★ Non-Negotiable
A14	Free wheelchairs with assistants	DHC PIL	★ Non-Negotiable
A15	Seating bench with single edge arm rests at each end		★ Non-Negotiable
A16	Booth / counter design default of dual counter height	CMRL model	★ Non-Negotiable
A17	Bollards to be placed 1000 mm apart	DBE - B1	★ Non-Negotiable
A18	Location / order of SLRD coach to be rationalised and announced with total number of coaches		★ Non-Negotiable
B	COACH		
B01	Wall bracket foldable boarding ramp + aisle chair (VB model)		★ Non-Negotiable
B02	Door clear width min 920 mm		★ Non-Negotiable All new coaches
B03	Aisle width min 800 mm (instead of current VB 450)	UIC	★ Non-Negotiable All new coaches
B04	Chair cars end rows to allow wheelchair stowage 2x2 configuration	FMC to RB	■ Desirable / Recommended

MODE	REQUIREMENT	REFERENCE	CATEGORY
B05	WTORS for VB	FMC to RB	★ Non-Negotiable
B06	Fixed seat plug point for o2 concentrator reliable 240 V power w/o night throttling	FMC to RB	■ Desirable / Recommended
B07	Fixture height and standardised layout	FMC to RB	★ Non-Negotiable
B08	Emergency communication redesign		■ Desirable / Recommended
B09	Automated retractable steps / ramp for (near) level boarding		● Aspirational
B10	All Toilets to have grab bars		★ Non-Negotiable
B11	SLRD Toilet bilateral transfer		■ Desirable / Recommended
B12	SLRD panic button at wheelchair height for trespass / encroachment		■ Desirable / Recommended
B13	Between rail car barrier gates to prevent blind people falling onto tracks		★ Non-Negotiable
Rail - Metro / RRT			
A	**PLATFORM**		
A01	Level boarding via roll out ramp + platform assistant		★ Non-Negotiable
A02	Gap reduction via rubber platform fillers that can withstand wheelchair weight		★ Non-Negotiable
A03	Contrasting TWSIs (70% LRV) flush from platform edge for 600 mm width even if PSDs present		★ Non-Negotiable
A04	Contrasting TGSI (70% LRV) accessible path		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
A05	Audio Induction Loop		● Aspirational
B	**COACH**		
B01	Emergency communication device redesign	FMC to RB	★ Non-Negotiable
B02	Evacuation ramp for PRM		★ Non-Negotiable
B03	Safety evacuation video and drill QR code		★ Non-Negotiable
C	**POLICY UPDATION**		
C01	Policy gap of standardisation of metro station and coach design to be rectified		★ Non-Negotiable
Air :			
A	**AIRPORT**		
A01	Universal Design of infra - dual height counters, kiosks, signage, surface contrast and safety, waiting room, dorms, parking, drop off points, ramped level change etc	SAC-RR Draft BE - A	★ Non-Negotiable
A02	Ambulift vs aerobridge vs dry, sheltered towable ramp for A320 & ATR height vehicles coverage		★ Non-Negotiable
A03	Aerobridge wheelchair privacy area & rollout bridging ramp		★ Non-Negotiable
B	**CRAFT**		
B01	Aisle chair on board ,		★ Non-Negotiable
B02	Movable aisle chair arm rest to be enabled		★ Non-Negotiable
B03	Designated accessible seat to have armrest control		■ Desirable / Recommended
B04	Entertainment to offer AD, SDH, captions, ISL		★ Non-Negotiable
B05	Hoist for transfer / own wheelchair travel reform		● Aspirational

MODE	REQUIREMENT	REFERENCE	CATEGORY
B06	Toilet Type A to be provided in aircraft allowing wheelchair transfer from either side		● Aspirational
B07	AAC Braille Communication board for deaf-blind etc		■ Desirable / Recommended
B08	Cupboard to store wheelchair and mobility aids to be reclaimed & ordered in new aircraft		★ Non-Negotiable
C	**POLICY UPDATION**		
C01	2022 BCAS screening guidelines to be rolled back to pre-Covid sector-approved document		★ Non-Negotiable
C02	CAR to be rolled back to pre-Ranchi version removing fit to fly provision		★ Non-Negotiable
C03	Gate checked mobility aid SOP to be standardised for airlines		★ Non-Negotiable
C04	SOP for safe stowage of in cabin assistive aids to be standardised for airlines		★ Non-Negotiable
Water :			
A01	Extra long accessible gangways from floating docks and intermediate ramps	Rule 15, IWAI SOP, Brief	★ Non-Negotiable
A02	Type-1 life jackets to be reserved on ferries for PRM		★ Non-Negotiable
A03	5% cruise rooms to be universally designed with Type A toilet		★ Non-Negotiable
A04	New houseboats corridors, doors to be universally designed with 1 Type A toilet Lower deck to be self-sufficient.		★ Non-Negotiable
A05	Rollaramps for jet motorboats which require both up and downward ramp into boat		★ Non-Negotiable
A06	Tour boats to have foldable seats to make wheelchair space		★ Non-Negotiable
B	**POLICY UPDATION**		
B01	Policy gap of standardisation of water metro / taxi / cruise vehicles and jetties / piers design to be rectified and water transport to be specifically included in RPWD Rules		★ Non-Negotiable

MODE	REQUIREMENT	REFERENCE	CATEGORY
Others :			

ACRONYMS / GLOSSARY

- AAC = Augmentative and Alternative Communication - all of the ways that someone communicates besides talking
- AD = Audio Description of films for blind
- BCAS = Bureau of Civil Aviation Security
- CAR = Civil Aviation Requirement
- Carriageway is the space on roads for vehicles to move
- Changing Places Toilet = larger toilet spaces that have the right equipment for eg a changing bench and privacy screen, designed to support disabled people who need assistance or have more complex toileting needs.
- DAA = Deliver At Aircraft
- ETD = Explosive Trace Detector
- Evac Chair = Evacuation solution for smooth stairway ascent and descent during an emergency when lifts cannot be used
- FREMEC = Frequent Travelers' Medical Card
- GFH = Ground to Floor Height - the distance between the road surface and the bus's floor level.
- GTFS = General Transit Feed Specification, a standardized format for public transportation data
- GNSS = Global Navigation Satellite System - potential replacement for Fastag toll payment system
- GST = Goods and Services Tax, is an indirect tax imposed on the supply of goods and services
- HF = High Floor (used primarily for buses - and is maximum permissible to be called a bus with 2 entry steps after footboard. Anything with 3 steps after a footboard is a truck)

- IATA = International Air Transport Association - global airline trade regulatory body
- ISA = International Symbol of Access is a white silhouette of a person in a wheelchair on a blue background, and is a universally recognized symbol of accessibility, not disability
- ISL = Indian Sign Language
- LF = Low Floor (used primarily for buses with no entry steps after footboard)
- LHB = Linke-Hofmann-Busch coaches, are modern coaches replacing the earlier models of rail cars
- MAAS = Meet and Assist Services
- OOG = out of gauge 'oversized' baggage - wheelchair etc in this case
- PPHPD = Passengers Per Hour Per Direction
- PRM = Passenger with Reduced Mobility
- PSD = Platform Screen Door
- PTV = Pendulum Test Value - gold standard of measuring surface slipperiness. Higher PTVs or slip resistance values (SRVs) indicating better slip resistance. These values are dynamic and vary based on surface and contaminant..
- PwD = Person with Disability
- ROW = Right of way (Right of way is the total width of the road taken from compound wall/edge)
- RPwD / RPDA = Rights of Persons with Disabilities Act 2016
- RTO = Regional Transport Office administered by the State Governments maintaining a database of drivers and vehicles.
- SDH = Subtitles for Deaf and Hard of Hearing
- SHA = Security Hold Area
- SLF = Semi Low Floor (used primarily for buses with 1 step after footboard)
- SLRD = Second Class Luggage cum Guard's unreserved railway compartment exclusively for passengers with disabilities with facilities like wider doors, berths, and lavatories,to accommodate individuals with mobility challenges.

- SSR = Special Service Request - three- or four-letter codes used by airlines and travel agencies to communicate special requests for passengers, such as special meals, wheelchair assistance, or other needs.
- TGSI = Tactile Ground Surface Indicators. (Specialized paving materials designed to provide tactile feedback to visually impaired individuals, assisting them in navigating environments safely and independently. *Warning / Attention TGSIs* are raised studs or domes, often described as truncated domes, which alert people to hazards such as stairs, ramps, and platform edges or change in direction. *Directional TGSIs* are raised bars or strips that guide individuals along a path or towards a specific destination.
- Type A vs Type B Toilet - Both designed for wheelchair users, Type A is centrally aligned with swivel grab bars allowing wheelchair transfer from left and right. Type B toilet is located at a corner and allows transfer only from one side.
- UBS = Urban Bus Specifications II released by MOHUA in 2012
- UDID = Unique Disability ID
- ULE-BT = Ultra Low Energy BlueTooth devices used for wayfinding
- WCHR = SSR : Passengers who can use the stairs and walk within the aircraft cabin, but need a wheelchair for assistance on the ground, especially for navigating the ramp to the plane.
- WCHS = SSR : Passengers who cannot use the stairs and need a wheelchair to get to and from the aircraft, but can walk within the cabin to their seat.
- WCHC = SSR : Passengers who are completely immobile and require a wheelchair to/from the aircraft and must be carried up/down the steps and to/from their cabin seat.
- WTORS = Wheelchair tiedown and occupant restraint system for safety during transport

BY SPEED POST

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.2025/Stat-I/6

New Delhi, dated 19 .05.2025

The General Manager(Engg.)
All Zonal Railways

The Managing Director,
Konkan Railway Corporation,
Belapur Bhavan, Sector-11,
P.B. No.9, CBD,
Navi Mumbai.

Sub: Printing of 1:3.5 M Railway Map of India corrected upto 31.03.2025 (English and Hindi).

It has been decided to update 1:3.5 Million Railway Map of India (English as well as Hindi) (30th Edition 2023) as corrected upto 31.3.2025. Two (2) copies each of the English as well as Hindi version of the map corrected upto 31.03.2023 are enclosed herewith. The map may be rechecked for accuracy and position be updated as existing on 31.03.2025. Corrections for the financial year ended on 31.03.2024 and 31.03.2025 respectively may be indicated using 2 different colours. One copy of the updated map alongwith the "memorandum of corrections" (in duplicate), as also 2 copies of your Railway's latest System Map (English) of normal and A-4 size may be sent to this office latest by 30.05.2025 positively.

Please acknowledge the receipt.

(Ashok Kumar)
Deputy Director, Statistics-I
Railway Board

DA: As above

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
आनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

3478810

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

No. **2024/CEDO/SR/26/BLSS-22.9t-SS-IR-DFCCIL** New Delhi, dated 09.05.2025

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

Sub : Introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' upto 22.9t axle load [designed axle Load: of 25t] to RDSO's Drg. No. WD-22061-S/02 &S/03 of BLSS (A-Car) & RDSO's Drg. No. WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of **75 kmph without any containers, with empty containers in single stack** and **with loaded containers in single stack** over Indian Railways, *by Zonal Railways* and over routes of Eastern & Western Dedicated Freight Corridor of DFCs *by DFCCIL*

Ref : (i) CCRS letter no. Q.12011/07/2022-23-T.W., dated 25.10.2024

(ii) RDSO letter no. MW/PWDA/CONTR/BRAITHWATE, dated 25.07.2024 & dated 14.01.2025

(iii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/CONTR/ BRAITHWATE(IR/WDFC/SS/22.9T), dated 28.03.2024 and its amendment no. 1 dated 14.01.2025

While processing above cited case on the basis of RDSO letter no. MW/PWDA/CONTR/BRAITHWATE, dated 25.07.2024 & dated 14.01.2025 and RDSO Final Speed Certificate (FSC) no. MW/PWDA/CONTR/ BRAITHWATE(IR/WDFC/SS/22.9T), dated 28.03.2024 and its amendment no. 1 dated 14.01.2025 for the sanction of the Railway Board for introduction of Broad Gauge Low Platform Bogie Spine car container wagon type 'BLSS (A-Car & B-Car)' upto 22.9t axle load [designed axle Load: of 25t] to RDSO's Drg. No. WD-22061-S/02 &S/03 of BLSS (A-Car) & RDSO's Drg. No. WD-22062-S/02 & S/03 of BLSS (B-Car), up to a maximum speed of **75 kmph without any containers, with empty containers in single stack** and **with loaded containers in single stack** over Indian Railways, *by Zonal Railways* and over routes of Eastern & Western Dedicated Freight Corridor of DFCs *by DFCCIL*, **EDTT/S** has remarked as under and same has endorsed by AM/ME:

"Discussed with EDME/Freight.

1. *The proposal for BLSS wagons up to 22.9 t axle load being permitted a speed of 75 kmph without any containers, with empty containers in single stack and with loaded containers in single stack over Indian Railways, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs.*
2. *As highlighted earlier, the speed of BLCS fit for 25T axle load, has been permitted a speed of 100 kmph for wagon with empty and loaded containers in single stack over WDFC and also the case of BLSS stock as derived stock is already under consideration by RDSO.*
3. *In context of para 2 above, the proposal maybe agreed to, however, the reference to the applicability of these speeds over DFCCIL may be omitted.".*

In view of above, RDSO is requested again to submit revised proposal through CCRS as per extant rules in line with above.

DA: as above.

09/05/25

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

No. **2024/CEDO/SR/26/BLSS-22.9t-SS-IR-DFCCIL** New Delhi, dated 09.05.2025

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/07/2022-23-T.W., dated 25.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

09/05/25

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

Issued through g mail
09/5/25 ADE(CIVIL)

3494314

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

No. 2025/CEDO/SD/01/FOB-BHADRAK **New Delhi, dated 09.05.2025**

The General Manager
East Coast Railway,
Bhubaneswar.

Sub : Temporary Condonation **(upto 31.12.2026)** of **horizontal infringement (varies from 780mm to 1340mm)** w.r.t IRSOD (BG) Revised, 2022, Schedule-I, Chapter-II, 7(b)(i) Note-(c) of existing FOB on PF-1 at Ch.72.50m F/CSB(RLJC end of BHC), Km: 293.289 F/HWH, in connection with due to yard remodeling at Bhadrak station of Khurda Road Division of East Coast Railway.

Ref: (i) CCRS letter No. Q.11010/01/24/345, dated 19.03.2025
(ii) ECoR's letter No. W3/Br/CRS/Cond/FOB-BHC/Pt.XII/1403, dated 04.03.2025
(iii) CRS/SC letter no. CRS/SEC/KUR/29/851, dated 05.01.2025

With reference to ECoR's above applications dated 04.03.2025 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated **Temporary Condonation (upto 31.12.2026)** of infringements (as per detailed in Form XVII) for **horizontal infringement (varies from 780mm to 1340mm)** w.r.t IRSOD (BG) Revised, 2022, Schedule-I, Chapter-II, 7(b)(i) Note-(c) of existing FOB on PF-1 at Ch.72.50m F/CSB(RLJC end of BHC), Km: 293.289 F/HWH, in connection with yard remodeling at Bhadrak station of Khurda Road Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

(i) The FOB structure as well as platform surface in the entire zone covering the members of FOB having horizontal clearance less than 5330 mm from centre line of track from PF level to 2400mm above PF level shall be painted with yellow and red retro reflective paint strips to alert the alighting passengers.
(ii) No temporary or permanent structure shall be permitted in this zone.
(iii) No stabling of hand trolley shall be permitted in this zone.
(iv) No vending trolley / Kiosk shall be permitted on PF No.1 near infringement location.
(v) Proper lighting of area shall be ensured near infringement location.
(vi) No slewing of track R1 towards adjoining platform shall be permitted.
(vii) Proper manning of 24X7 shall be ensured to guide the passengers and ensure that there will not be any hindrance to safe movement of trains

09/05/25

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

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09/05/25

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

Issued through e mail
09/5/25 *DECCIVIL

Inspection Note of Sh. Shailendra Singh, Exe. Director (Corporate Co-ordination), Railway Board during his visit to RDSO on date 30/03/2025.

Important projects of RDSO were reviewed with RDSO officials on 30.03.2025. The following officials were present during review meeting are:

1. Sh. Shailendra Singh, PED/EnHM & EDCC, Railway Board,
2. Sh. Rupesh Kohli, ED/Testing,
3. Sh. A. K Singh, ED/Carriage,
4. Sh. Gaurav Kr.Singh, ED/Carriage-II,
5. Sh. Ajit Kr Singh, ED/Wagon,
6. Sh. S.S.Raypa, Director/Carriage,
7. Sh. PrabhatR.Shukla, Director/Carriage,
8. Sh. Sudhir Singh, Director/Carriage,
9. Sh. Aqueel.A.Khan, Director/Carriage,
10. Sh. Anurag Malik, Director/Carriage.

SN	Coaching Items	Action by
1.0	**Meeting With DG/RDSO**	
1.1	Discussion were held with DG/RDSO to promote development, and adoption of cutting edge technologies for railway applications. DG/RDSO mentioned that the officer and staff strength need to be augmented to provide dedicated manpower for such activity.	DG/RDSO, ED/E&R/RB
1.2	It was also felt that time taken to develop new specifications by RDSO is very long. It defeats the purpose of quick adoption of the technology on IR. DG/RDSO was requested to suitably review the ISO procedure of RDSO to hasten up development of new specifications maintaining the requirement of equity and transparency.	DG/RDSO, ED/E&R/RB
1.3	Inspections by RDSO to be strengthened to ensure quality of safety critical items. QA wing of RDSO need to be strengthened and procedures and systems to be made more robust and IT friendly.	DG/RDSO, PED/RS/RDSO
1.4	DG is the head of the organization and should be empowered to have a final say in all matters pertaining to RDSO including vendor development and related issues.	ED/E&R/RB
2.0	**Review with Directorates**	
2.1	Test Track ED/Testing gave a presentation on proposed TestTrack site. i) The highlights of the DTT and present state of project was detailed through a brief PPT by ED Testing. It is expected to be ready by June'2026. ii) Track parameter conformance & quality of track structure in DTT needs to be adequately checked & periodically verified by concerned Directorates of RDSO. iii) RDSO needs to decide about CRS inspection/ approval of the DTT, once the construction is completed. Although no commercial passenger trains shall operate on DTT, the track shall be used for Rolling Stock validation upto 220 kmph. CRS inspection and approval shall be beneficial owing to the above critical utilization. iv) RDSO should plan well in time for deployment of management structure & Testing teams for trials on DTT. v) Owing to the likely incidences of derailment on twist-curve track, it would be desirable if a basic set of rerailment equipment is planned, procured & made available at a suitable location in DTT.	PED/R&T/RDSO, PED/EE/Dev., PED/CE/P, EDME/Chg./RB EDME/Freight/RB

	vi) The DTT project is in a critical phase of execution & needs to be closely monitored by all concerned. vii) Adequate measures for corrosion protection needs to be taken as it is a solt eaten area.	
2.4	Oscillation, EBD and coupler Trial of Vande Bharat Sleeper has been completed and speed certificate is issued. CCRS inspection at Kota is expected to be done shortly, Certification needs to be expedited.	PED/RS/RDSO PCMEs/ICF, EDME/Chg./RB
2.5	Coupler force and EBD trial of Amrit Bharat Version 2.0 rake with LHB Non-AC Pantry, Semi-automatic coupler and EP assist braking system has been completed and generic speed certificate issued for introduction on IR.	PCME/IR, EDME/Chg./RB
2.6	Cargo-liner Double Decker Coach is conceptualized to utilize the existing lower [redacted] to airlines. Speed certificate issued and application submitted to Railway Board for sanctioning through CCRS. Sanction of Board to be expedited.	EDME/Chg/RB, [redacted]
2.7	Treasury Van on LHB platform has been conceptualized for speedier delivery of the currency across the country. Speed certificate issued and DG sanction obtained for introduction over IR.	PCMEs/IR, EDME/Chg./RB
2.8	WCR is using Accelerometer for monitoring of performance of suspension system in LHB coaches. Other Railways should alsouse thesimilar type instrument.	PCMEs/IR, EDME/Chg./RB
2.9	Over the period, WILD have been installed at many enroute stations. The Impact load limits provided for the WILD and OMRS to be looked into based on the speed and axle load of the rolling stock.	PED/RS/RDSO, EDME/Mod./RB
2.10	There was no provision of TPU rings in suspension system in original design of LHB coaches. However to solve the problems of failure cases of coil springs, primary vertical dampers, control arm lugs, extensive trials of LHB coaches fitted with TPU Rings were done and based on encouraging performance of trials and approved by Railway Board, ZRs & PUs have been advised for provision of TPU Rings in suspension of all LHB coaches except few variants of AC coaches. RDSO informed till date TPU rings provided in 5000 coaches out of 40000. This may be expedited.	PCMEs/IR, EDME/Chg./RB
2.11	RDSO informed that after instruction on re-profiling of LHB wheels in 9-12 months, breakage of spring have reduced. Performance of the Tyre Turning and TPU to be monitored frequently to assess the real time performance of the spring failure. Installation of under floor CNC and tandem wheel lathes may be expedited in depots and workshops for.	PCMEs/IR
2.12	During my inspection of Khajuraho depot, it was in the depotinformed that there was case of 24 hollow tyres in ICF coaches, this seems to be abnormally high. RDSO to send a team there to check their maintenance practice and inspect whether they are correctly detecting wheel as hollow tyres.	PCMEs/IR, EDME/Chg./RB ED/Car./RDSO
2.13	Currently, Wheel Shelling Limit of LHB coaches is 40 mm(length) and 1.5 mm(depth). However, this limit was defined way back and needs to be reviewed taking in consideration proliferation of WILD/OMRS and scheduled tyre turning and other modification's in air-brake systems. This is also important because a number of cases of more then 250 KN impact load are reported in LHB Coaches	PED/RS/RDSO, EDME/Chg./RB
2.14	Recommendation of Committee for FSDS in non-AC coaches for provision of FSDS in non AC coaches has been accepted by	PED/RS/RDSO PCME/RCF

	Board. Trial in 500 coaches for FSDS system in nonAC coaches and FDSS system in toilets of coaches will be carried out. RCF has been nominated for installation. This needs to be expedited.	
2.15	RDSO to make a Fire Safety Comprehensive report of Coaches which should list all the details and work done to improve the safety of coaches w.r.t prevention of fire.	PED/RS/RDSO
2.16	RDSO to develop model for Aluminium body coaches and coaches with articulated body as similar coaches is running in foreign countries.	PED/RS/ RDSO
2.17	New bogie design which which is track friendly and can run at higher speed on IR track should be persued.	
2.18	Railway Board has asked RDSO to examine use of friction snubber assembly in BVZI and NMGHS coaches. Their current status may be advised to Railway Board.	PED/RS/RDSO, ED/Wagon ED/Car./RDSO

(Shailendra Singh)
Exe. Director (Corporate Co-ordination)
Railway Board

No.: 2025/EDCC/TN/01 **Dated: 07.05.2025**

Copy to:

1. Sr.PPS/CRB & CEO
2. PSO/MTRS
3. AM/ME
4. AM/EnHM
5. AM/PU
6. PCMEs IR
7. DG/RDSO for kind information
8. PED/RS/RDSO
9. PED/R&T/RDSO
10. PED/EE/DEV.
11. PED/CE/P
12. PCME/RCF
13. PCME/ICF
14. PCMEs/IR
15. EDME/Chg/RB
16. EDME/Frt./RB
17. EDCE(G)/RB
18. EDME/Mod.
19. ED/E&R/RB
20. ED/Car./RDSO

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1.4	DG is the head of the organization and should be empowered to have a final say in all matters pertaining to RDSO including vendor development and related issues.	ED/E&R/RB
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2.6	Cargo-liner Double Decker Coach is conceptualized to utilize the existing lower deck space of LHB AC double decker chair car for transportation of parcel in palletized cargo in LD4 containers similar to airlines. Speed certificate issued and application submitted to Railway Board for sanctioning through CCRS. Sanction of Board to be expedited.	EDME/Chg/RB, EDCE(G)
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2.12	During my inspection of Khajuraho depot, it was in the depotinformed that there was case of 24 hollow tyres in ICF coaches, this seems to be abnormally high. RDSO to send a team there to check their maintenance practice and inspect whether they are correctly detecting wheel as hollow tyres.	PCMEs/IR, EDME/Chg./RB ED/Car./RDSO
2.13	Currently, Wheel Shelling Limit of LHB coaches is 40 mm(length) and 1.5 mm(depth). However, this limit was defined way back and needs to be reviewed taking in consideration proliferation of WILD/OMRS and scheduled tyre turning and other modification's in air-brake systems. This is also important because a number of cases of more then 250 KN impact load are reported in LHB Coaches	PED/RS/RDSO, EDME/Chg./RB
2.14	Recommendation of Committee for FSDS in non-AC coaches for provision of FSDS in non AC coaches has been accepted by	PED/RS/RDSO PCME/RCF

	Board. Trial in 500 coaches for FSDS system in nonAC coaches and FDSS system in toilets of coaches will be carried out. RCF has been nominated for installation. This needs to be expedited.	
2.15	RDSO to make a Fire Safety Comprehensive report of Coaches which should list all the details and work done to improve the safety of coaches w.r.t prevention of fire.	PED/RS/RDSO
2.16	RDSO to develop model for Aluminium body coaches and coaches with articulated body as similar coaches is running in foreign countries.	PED/RS/ RDSO
2.17	New bogie design which which is track friendly and can run at higher speed on IR track should be persued.	
2.18	Railway Board has asked RDSO to examine use of friction snubber assembly in BVZI and NMGHS coaches. Their current status may be advised to Railway Board.	PED/RS/RDSO, ED/Wagon ED/Car./RDSO

(Shailendra Singh)
Exe. Director (Corporate Co-ordination)
Railway Board

No.: 2025/EDCC/TN/01 **Dated: 07.05.2025**

Copy to:

1. Sr.PPS/CRB & CEO
2. PSO/MTRS
3. AM/ME
4. AM/EnHM
5. AM/PU
6. PCMEs IR
7. DG/RDSO for kind information
8. PED/RS/RDSO
9. PED/R&T/RDSO
10. PED/EE/DEV
11. PED/CE/P
12. PCME/RCF
13. PCME/ICF
14. PCMEs/IR
15. EDME/Chg/RB
16. EDME/Frt./RB
17. EDCE(G)/RB
18. EDME/Mod.
19. ED/E&R/RB
20. ED/Car./RDSO

E-3420367

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

No.2022/CEDO/SD/IRSOD-2022/ACS_c

New Delhi, dated 06.05.2025

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

Sub: Inadequate provision under IRSOD(BG) Revised-2022

Ref:
(i) RDSO letter no. CT/SD/Rev./BG/MG, dated 21.02.2025
(ii) Railway Board's letter No. 2022/CEDO/SD/IRSOD-2022/ACS_c, dated 24.03.2025
(iii) Railway Board's letter No. 2022/CEDO/SD/IRSOD-2022/ACS_c, dated 22.01.2025
(iv) Railway Board's letter No. 2022/CEDO/SD/IRSOD-2022/ACS_c, dated 27.02.2023
(v) CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated 17.01.2025

RDSO vide their letter under reference (i) has submitted reply in reference to Board's letter dated 22.01.2025 {ref.(iii)}, however, issue regarding *"to define the power of condonation (for steeper gradients) in a new yard being constructed on an existing line" has not been* addressed.

In view of above, RDSO is requested to re-examine the issue involved and submit comments/Draft Addendum & Corrigendum to IRSOD for approval of Board, if necessary.

DA: as above

06/05/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 033-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Commissioner of Railway Safety, Southern Circle, 2nd Floor, Rail Sanraksha Bhawan, Behind Railway Divisional Office, Bangaluru-560023.
2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow.

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06.5.25 DEC(CIVIL)

भारत सरकार – रेल मंत्रालय
रेलपथ अभिकल्प निदेशालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Fax: 0522-2458665
Tele: 0522-2450297/2465767
Rly: 42840/42845

Government of India – Ministry of Railways
Track Design Directorate
Research Designs & Standards Organization
Lucknow - 226011
Email: gdtrack1@rdso.railnet.gov.in

पत्र सं सीटी /एसडी /रिवी० /बीजी /एमजी

दिनाँक: 21.02.2025

Executive Director /Civil Engineering (G),
Railway Board, New Delhi.

विषय: Inadequate provision under ACS No. 02 to IRSOD (B.G) Revised-2022.

संदर्भ: (i)Railway Board letter no. 2022/CEDO/SD/IRSOD-2022 ACS_c dated 22.01.2025
(ii) CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated17.01.2025

Railway Board vide letter under reference (i) has forwarded CRS/SC's letter under reference (ii). Wherein, it has been asked to examine the issues pertaining to ACS-02 to Para 2 of chapter II of Schedule I of IRSOD (BG) Revised-2022. Vide ACS-02, the power for condonation of gradient steeper than 1 in 400 and up to 1 in 100 in station yards was delegated to the General Manager through PCSO. Para 2 of chapter II of Schedule I of IRSOD (BG) Revised-2022 stipulates that gradient steeper than 1 in 400 may be provided when special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions.

CRS/SC in his letter under reference (ii) has pointed out that condonation to gradients steeper than 1 in 400 in station yards is being accorded without ensuring that the special safety devices and/or special rules are in place.

As per Para 3.50 of G&SR of SR and SWR (enclosed), provisions of traps, slip sidings and catch sidings are already available to prevent accidents and ensure safe train operations. In addition, suitable subsidiary rules may also be framed as per the requirements to ensure safe train operation regarding provision of maximum gradient in station yard as mentioned in Para 2 of Chapter II of Schedule I of IRSOD revised 2022.

संलग्नक: उपरोक्त

AKHILESH KUMAR SINGH
Digitally signed by AKHILESH KUMAR SINGH
Date: 2025.02.21 16:20:46 +05'30'

(अखिलेश कुमार सिंह)
कार्यकारी निदेशक / रेलपथ-I

E-3420367

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

No.2022/CEDO/SD/IRSOD-2022/O/ACS_c New Delhi, Dated 24.03.2025

Addressed to:
(As per list mentioned below)

Sub: Addendum and Corrigendum Slip to Indian Railways Schedule of Dimension (BG), Revised- 2022, related to provision of **Power of Condonation for Maximum (Steepest) Gradient in Station Yards-** ***Para 2 of Chapter-II of Schedule-I***

The Ministry of Railways (Railway Board) have decided that the **Power of Condonation for Maximum (Steepest) Gradient in Station Yards-** ***Para 2 of Chapter-II of Schedule-I*** of Indian Railways Schedule of Dimensions 1676 mm Gauge (BG) Revised, 2022 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 05.

Enclosure: ACS No. 05(Annexure-I)

24/03/25

(किशन रावत)
निदेशक सिविल इंजीनियरिंग (जी)/रेलवे बोर्ड
[Rly No. 030-44803, MTNL No.-011-23383379]
e-mail address :dceg@rb.railnet.gov.in

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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, Laila Guda, Secunderabad
10. Director, IRIMEE, Jamalpur - 811214 (Bihar)
11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

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. Adv./MR, EDPG/MR, OSD/MR, OSD(C-ord)/MR
3. Chief Vigilance Officers, All Indian Railways.
4. DG(RHS), DG(RPF), AM(CE), AM(Works), AM(B), AM(Elec.), AM(RS), AM(ME), AM/Tele, AM/C&IS, AM/Sig., AM(Plg.), AM/L&A, PED(Vigilance), PEDCE(P), PED(Infra),EDCE(G), ED(Works), EDW(Plg.), ED/Project(Mon.), ED(PSU), EDTC, ED(Safety), ED (Sig. Dev.), Tele), EDRS(G), EDRE, EDEE(G), EDFE, EDE(N), ED(Accounts), ED/T&MPP, EDME(Chg.), EDME(Frt.), ED/Plg., JS(conf), JS(P), JS(G), JS(D), Vigilance-III, Vig(Conf) of Railway Board.

24/03/25

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Annexure-I

Addendum and Corrigendum Slip (ACS) No. 05
to
Schedule-I Indian Railways Schedule of Dimension (BG), Revised - 2022

Para 2 of Chapter-II of Schedule-I of IRSOD (BG) Revised- 2022 shall be read as under:

Maximum (Steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions **for all sub-paras except part of Note (d) (i) for Existing Yard : Steeper than 1 in 400 (0.25%) and up to 1 in 100 (1.0%)** which will be in accordance with **special instructions as issued vide ACS No. 02.**

24/03/25

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

No.2022/CEDO/SD/IRSOD-2022/ACS_c New Delhi, dated 22.01.2025

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

Sub: Inadequate provision under ACS No. 02 to IRSOD(BG) Revised-2022

Ref: (i) CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated 17.01.2025

(ii) Railway Board's letter No. 2022/CEDO/SD/IRSOD-2022/ACS_c, dated 27.02.2023

Please find enclosed herewith CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated 17.01.2025, wherein CRS/SC observed as under :

"The Railway Board have modified the provision under Note (d)(i) of para 2 of Chapter I of Schedule I of IRSOD(BG) Revised-2022 and delegated the authority to General Managers to condone yard infringements steeper than 1 in 400 and upto 1 in 100 in an existing yard vide the Addendum & Corrigendum slip No. 02 under reference.

In this context kind attention is invited to stipulation in the opening paragraph of Para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 which is reproduced hereunder: - "Maximum (steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions.

Further, requested to define the power of condonation (for steeper gradients) in a new yard being constructed on an existing line & to review the matter mentioned above and issue a suitable directive in this regard".

In view of above, RDSO is requested to examine the issue involved and submit comments/Draft Addendum & Corrigendum to IRSOD for approval of Board, if necessary.

DA: as above

22/01/25

(किशन रावत)
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. Commissioner of Railway Safety, Southern Circle, 2nd Floor, Rail Sanraksha Bhawan, Behind Railway Divisional Office, Bangaluru-560023.
2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow.

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

आयुक्त रेल संरक्षा
दक्षिण परिमंडल
द्वितीय तल, रेल संरक्षा भवन
मण्डल रेल कार्यालय के पीछे
बेंगलूरु - 560 023

COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
2ND FLOOR, RAIL SANRAKSHA BHAWAN
BEHIND RAILWAY DIVISIONAL OFFICE
BENGALURU - 560 023

(सं) No. : Q.11017/1/2014-SR&SWR | 987-988

(दिनांक) Dated : 17.01.2025

To,
The Member (Infra),
Railway Board,
New Delhi

Sub: Inadequate provision under ACS No. 02 to IRSOD(B.G.) Revised-2022
Ref: Railway Board's letter No 2022/CEDO/SD/IRSOD-2022/O/ACS_c dated 27.02.2023

The Railway Board have modified the provision under Note (d)(i) of para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 and delegated the authority to General Managers to condone yard infringements steeper than 1 in 400 and upto 1 in 100 in an existing yard vide the Addendum & Corrigendum slip No. 02 under reference.

2. In this context kind attention is invited to stipulation in the opening paragraph of Para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 which is reproduced hereunder: -

"*Maximum (steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions.*"

2.1 On perusal of various condonations of yard infringement, sanctioned by GM/SWR and GM/SR, it is observed that in all the cases, power of condonation was exercised without complying with the abovementioned stipulations.

2.2 It is understood that similar situation exists in other Zonal Railways also.

2.3 It is evident that the delegation under modification done to the Note(d)(i) of Para 2 vide ACS 02 is not adequate for the intended purpose inasmuch as it does not address the aspect of '*approved special instructions*'; rather it creates an ambiguity.

3. Therefore, it is requested to review the matter mentioned at para 2 above and issue a suitable directive in this regard.

4. It is also requested to define the power of condonation (for steeper gradients) in a new yard being constructed on an existing line.

17.01.25
(A.M. Chowdhary)
Commissioner of Railway Safety,
Southern Circle, Bengaluru

Cc: CCRS for kind information

केंद्र कार्यालय : # 7, सेषाद्रि रोड, गांधीनगर, बेंगलूरु - 560 009 Camp Office : # 7, Seshadri Road, Gandhinagar, Bengaluru - 560 009
टेलीफोन Phone : बीएसएनएल BSNL 080 22260650 (O) रेलवे Rly. 56800, 56804 (O) टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crscsobc@swr.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

2022/CEDO/SD/IRSOD-2022/O/ACS_c **New Delhi, Dated 27.02.2023**

Addressed to:
(As per list mentioned below)

Sub: Addendum and Corrigendum Slip (ACS) No. 02 to Indian Railways Schedule of Dimension (BG), Revised- 2022

The Ministry of Railways (Railway Board) have decided that the **Power of Condonation for Maximum (Steepest) Gradient in Station Yards- in Note (d)(i) of Para 2 of Chapter-II of Schedule-I** of Indian Railways Schedule of Dimensions 1676 mm Gauge (BG) Revised, 2022 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 02.

Enclosure: ACS No. 02

अजीत कुमार झा 27.2.23
(अजीत कुमार झा)
कार्यपालक निदेशक/सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803: Rly: 011-23383379:MTNL]
e-mail address : edceg2022@gmail.com

List of 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, Laila Guda, Secunderabad
10. Director, IRIMEE, Jamalpur Distt-Jamalpur, PIN-811214 (Bihar).
11. Director, IRITM, Sarswati Residential Estate, IRITM Campus, Manak Nagar, Lucknow

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. Adv./MR, EDPG/MR, OSD/MR, OSD(C-ord)/MR
3. Chief Vigilance Officers, All Indian Railways.
4. DG(RHS), DG(RPF), AM(CE), AM(Works), AM(B), AM(Elec.), AM(RS), AM(ME), AM/Tele, AM/C&IS, AM/Sig., AM(Plg.), AM/L&A, PED(GS) PED(Vigilance), PEDCE(P), PED(Infra), EDCE(G), ED(Works), EDW(Plg.), ED/Project(Mon.), ED(PSU), EDVE, ED(Safety), ED (Sig. Dev.), Tele), EDRS(G), EDRE, EDEE(G), EDFE, EDE(N), ED(Accounts), ED/T&MPP, EDME(Chg.), EDME(Frt.), ED/Plg., JS(conf), JS(P), JS(G), JS(D), Vigilance-111, Vig(Conf) of Railway Board.

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Addendum and Corrigendum Slip (ACS) No. 02

to

Schedule-I Indian Railways Schedule of Dimension (BG), Revised - 2022

Note (d)(i) of Para-2 of Chapter-II of Schedule-I of IRSOD (BG) Revised- 2022 shall be read as under:

(i) Existing Yard:

Steeper than 1 in 400 (0.25%) and up to 1 in 100 (1.0%)	:	**General Manager through Principal Chief Safety Officer (PCSO)**
Steeper than 1 in 100 (1.0%)	:	Railway Board through Chief Commissioner of Railway Safety

27.2.23

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12/2/23 AOFC(CNL)

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E-2083858

No. 2025/CEDO/IRSOD-2022/GS/Court Case

Sub: Points noted during the online meeting of Transport sub-group held on 15.03.2025 in connection with the compliance of orderc of Hon'ble Supreme Court in the case Rajive Raturi vs UOI & Others

Ref:
(i) Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case Date: 18.03.2025
(ii) Supreme Court judgement dated 08.11.2024 in Writ Petition (C) No. 243 of 2005
(iii) Secretary DEPwD's letter D.O. No. 30-07/2005-DD-III(E-32538) dated 11.12.2024
(iv) Secretary, DEPwD's letter D.O. No. B-16007 /3/2022-SIPDA dated 13.01.2025
(v) GS/SD Dte's note no. 2019/St.Dev-I/30/06/Policy/PwDs dated 03.12.2024
(vi) Ministry of Railways' letter no. 2025/GS/SD-I/1/01/Court-Case dated 07.02.2025

In reference to Dir/GS/SD-IV Note No. 2025/GS/SD-I/1/01 Court-Case Date: 18.03.2025 above note, item nos. (v) & (vi) have been examined in Civil Engineering Dte., itemwise remarks as under :

Sr.No.	Item	CE(G) Dte remarks
(v)	It was suggested to make it mandatory to raise the height of platform to near level boarding, i.e. 920 mm for existing platforms and 1200 mm for new stations. It was explained to the group that Indian Railways has stopped construction of any new passenger platform other than high level passenger platform. Height of high level passenger platforms has been stipulated to be kept between 760 mm and 840 mm.	**Not negotiable:** Raising platform heights beyond 840 mm is not feasible, as most platforms must accommodate various types of rolling stock with differing floor heights and widths. For instance, the dimensions of conventional ICF coaches vary significantly from those of EMU coaches. Furthermore, while certain Mumbai suburban platforms have heights exceeding 840 mm, it has been clarified that these are dedicated platforms exclusively designed for local/suburban EMU rakes. This rationale, however, cannot be universally applied across all stations nationwide.
(vi)	The option of providing the platform height uniformly at upper limit (i.e. 840 mm) was also suggested instead of keeping the range of 760-840 mm..	**Not negotiable:** The railway track is not designed as a rigid structure, and the specified range of 760-840 mm has been established to account for working tolerances required in maintaining the track's integrity. Consequently, it is not feasible to prescribe a single fixed dimension for the platform height relative to the rail level.

Submitted please

DCEG
28.04.2025

EDCEG

28.4.25

ED/GS/SD
28/04

No. 2025/GS/SD-I/1/01/Court-Case **Dated : 26.04.25**

Sub: Reminder regarding provision of item-wise comments on draft accessibility Guidelines for Railways, in compliance with the directives of the Hon'ble Supreme Court in the matter of Shri Rajeev Raturi vs Union of India & Others.

Ref:(i) Minutes of Meeting of Transport sub-group held on 15.03.2025 circulated via Note no No. 2025/GS/SD-I/1/01/Court-Case dated 18.03.2025

Please refer to above note through which draft 'WIP Accessibility Standards for Transport Eco-System' was shared and item wise reply was solicited from concerned directorates.

Further, a review meeting was held on 25.04.2025 under the Chairpersonship of Director(AIC),Ministry of Social Justice and Empowerment, for reviewing the progress made in the segregation of non-negotiable rules in Divyangjan guidelines issued by concerned Ministries. It was reiterated to furnish item-wise clear and reasoned inputs against the draft accessibility standards.

Accordingly, it is once again requested that all Directorates may kindly examine the attached draft document carefully and provide item-wise remarks pertaining to their areas. For each item, categorization must be clearly indicated as 'Non-Negotiable (Mandatory)', 'Desirable/Recommended', or 'Aspirational', along with cogent and detailed justifications, duly supported by relevant circulars/manuals/guidelines wherever applicable.

It is requested to take a considered, reasoned view and furnish clear and well-substantiated remarks by 28.04.2025

DA: As above

Dir/GS/SD-1

ED/GS/SD&T 28.4.25
PED/GS 28/4/25
EDPM
ED/ME(CHG)
ED/EEM
ED/Tele
ED/C&IS
ED/CE/G 28.4.25
ED/GS/T
ED/L&A DCE/G. 28/04
EDI G /Projects PDE/CEDO &SSE

No. 2025/GS/SD-I/1/01/Court-Case **Date: 18.03.2025**

Sub: Points noted during the online meeting of Transport sub-group held on 15.03.2025 in connection with the compliance of orders of Hon'ble Supreme Court in the case Rajive Raturi vs UOI & Others

Ref: (i) Supreme Court judgement dated 08.11.2024 in Writ Petition (C) No. 243 of 2005.
(ii) Secretary, DEPwD's letter D.O. No. 30-07/2005-DD-III(E-32538) dated 11.12.2024.
(iii) Secretary, DEPwD's letter D.O. No. B-16007/3/2022-SIPDA dated 13.01.2025.
(iv) GS/SD Dte's note no. 2019/St.Dev.-I/30/06/Policy/PwDs dated 03.12.2024.
(v) Ministry of Railways' letter no. 2025/GS/SD-I/1/01/Court-Case dated 07.02.2025.

1. In compliance of the Right of Persons with Disabilities (RPwD) Act, 2016 and in consultation with the Chief Commissioner of Persons with Disabilities (CCPD), guidelines on accessibility of railway stations and facilities at stations for differently abled persons (Divyangjans) and passengers with reduced mobility had been issued vide Railway Board's letter no. 2019/St.Dev.-I/03/06/Policy/PwDs dated 25.11.2022. These guidelines were notified in the Gazette of India on 21.11.2023. Further, these guidelines were also incorporated in the Rule 15(1) of the Rights of Persons with Disabilities Rules, 2017 vide Gazette Notification issued by Ministry of Social Justice and Empowerment on 08.03.2024.

2. In a judgement dated 08.11.2024, in the case Rajive Raturi vs UOI and Others (WP(Civil) No. 243 of 2005), Hon'ble Supreme Court has held the said Rule 15(1) as ultra vires and directed to segregate non-negotiable (mandatory) rules from other (non-mandatory) guidelines. In this regard, a meeting was held in the Ministry of Social Justice and Empowerment on 29.11.2024, chaired by Secretary, Department of Empowerment of Persons with Disabilities (DEPwD). In the meeting, all the concerned Ministries / Departments were directed to act expeditiously and decide the non-negotiable (mandatory) part of the respective guidelines issued by them. Accordingly, the issue was communicated to all the concerned Directorates of Railway Board vide this office Note no. 2019/St.Dev.-I/30/06/Policy/PwDs dated 03.12.2024.

3. Subsequently, vide Secretary, DEPwD's letter D.O. No. 30-07/2005-DD-III(E-32538) dated 11.12.2024, six sub-groups were formed to discuss sector-wise guidelines – Built-up Environment, ICT (Information and Communication Technology), Assistive Technologies, Transport, Products and Services. Ministry of Railways was mapped to two sub-groups viz. Transport and Services. From Railways, undersigned has been nominated to Transport sub-group and Director, Passenger Marketing has been nominated to the Services sub-group.

4. In a meeting (online) of above mentioned Transport sub-group held on 15.03.2025, brief of the draft Accessibility Standards for Transport Ecosystem for Rail-sector and Air-

sector, as prepared by the consultants / experts included in the sub-group, was discussed. A copy of the draft for railway sector which was discussed in the meeting is enclosed herewith.

5. The points noted during the discussion held in the meeting are as under:-

Sr. No.	Point noted	Concerned Directorate(s)
(i)	Discussion on the items pertaining to air sector and rail sector was held in the online meeting of Transport sub-group on 15.03.2025.	
(ii)	Draft suggestions framed by "Freedom of Movement Coalition" (FMC), a pan-India group comprising of individuals, groups, NGOs, etc, were placed before the sub-group in tabular form, categorizing the requirements under Non-negotiable (Mandatory), Desirable / Recommended and Aspirational categories.	
(iii)	It was suggested to provide platforms with length 600 m to accommodate 24 coach LHB rakes and keep it in desirable / recommended category. It was explained to the group that laying the guideline for uniform platform length of 600 m for all the stations is neither required nor feasible. Requirement is governed by the longest stopping train at the station and provision of platform length is constrained by the layout of tracks in the station yard.	GS/Stn.Dev. Traffic Comml. GS/Traffic
(iv)	It was suggested that slope of ramped end of platforms should be mandatorily made 1:21 along with provision of caution sign. It was explained to the group provision of 1:21 slope of ramp at platform ends is not possible in most of the cases due to space constraint and limitations of track layout. Indian Railways Works Manual stipulates a provision of 1 in 6 ramp at platform-ends which is provided in case of station having more than one platform.	GS/Stn.Dev.
(v)	It was suggested to make it mandatory to raise the height of platform to near level boarding, i.e. 920 mm for existing platforms and 1200 mm for new stations. It was explained to the group that Indian Railways has stopped construction of any new passenger platform other than high level passenger platform. Height of high level passenger platforms has been stipulated to be kept between 760 mm and 840 mm. Raising of PF height	GS/Stn.Dev. Mech/Chg. CE/G

	beyond 840 mm is not feasible as in most of the cases, same platform has to deal with different types of rolling stocks which have different floor heights and different widths, e.g. dimensions of conventional ICF coach are much different from the EMU coaches. FMC representative quoted the example of Mumbai suburban platforms which have height more than 840 mm. However, it was explained that these are dedicated platforms for local / suburban EMU rakes only and same logic cannot be applied to all the stations across the country.	
(vi)	The option of providing the platform height uniformly at upper limit (i.e. 840 mm) was also suggested instead of keeping the range of 760-840 mm. It was explained to the group that railway track is not a rigid structure and the range (760-840 mm) has been laid to provide for the working tolerances in maintaining the track structure and hence a single fixed dimension for platform height with respect to rail level cannot be laid down.	GS/Stn.Dev. CE/G Mech./Chg
(vii)	FMC representative made a suggestion for providing portable boarding ramp, carried in the coach reserved for Divyangjans, to address the issue of difference in levels of platform and coach floor. It was also suggested by FMC that, for access of wheelchair to normal coaches, narrower portable boarding ramp can be provided at the stations and it will be helpful in case of passengers who need wheelchair access up to the boarding of coach and do not require the wheelchair within the coach.	Mech/Chg. GS/Stn.Dev.
(viii)	It was explained to the group that FOB/subway with ramps and/or lifts and end-pathways are different means of providing inter-platform facility for wheelchair movement. Availability of at least one of these facilities should be considered adequate for requirement of Divyangajan compliance at the station. FMC representative expressed the opinion that though lifts fulfil the requirement of wheelchair movement for inter-platform transfer, but it is not a reliable option because of breakdown / maintenance issues.	GS/Stn.Dev. Elect.(EEM)
(ix)	FMC representative mentioned that present railway guidelines provide for warning tactile tiles of 300 mm width at 1.8 m from the edge of platform and suggested that instead of this, 600 mm wide warning tiles should be provided starting from the edge of platform itself. It was explained to the group that due to safety requirement of keeping away from the trains / tracks, wider buffer zone is required, that's why the tactile warning tiles are	GS/Stn.Dev.

	provided at a distance of 1.8 m from the platform edge.	
(x)	FMC suggested that non-slippery construction material should be used for platform surfacing, with preference for vacuum dewatered concrete (VDC) surfacing. It was expressed that there are many suitable flooring materials which provide adequate slip resistant properties and can be decided based on local availability and suitability.	GS/Stn.Dev.
(xi)	Bollards at entry / exit points to be placed at least 1000 mm apart so that no hindrance is caused to wheelchair movement. This issue needs to be planned in more detail as bollards are required for preventing the unauthorized movement of 2-wheelers.	GS/Stn.Dev.
(xii)	FMC representative expressed the view that guidelines for accessibility should be independent of the classification / category of stations.	GS/Stn.Dev. Traffic Comml.
(xiii)	FMC representative pointed out that space for wheelchairs has been provided in the coaches of Vande Bharat rakes and also in the conventional SLRD coaches for Divyangjans. However, the mechanism for securing the wheelchairs in idle condition during the travel is missing.	Mech/Chg.
(xiv)	It was stated by FMC that Multimodal announcement should include provision of clear and unambiguous communication of information to persons with disability including persons having visual impairment. There should be mechanism in place to have the train information and availability of accessibility features available to passengers on mobile app. Service messages regarding any available amenity not working / out of order should be automatically received through the mobile app if the passenger has indicated his disability at the time of seat reservation.	Traffic Comml. Telecom C&IS
(xv)	It was opined by the group that terms like "Disabled Coach" should not be used for coaches reserved for persons with disabilities and better term may be used.	Traffic Comml. Mech/Chg.
(xvi)	Emergency call button in coach toilets are located at height which is not conveniently accessible to persons with disability.	Mech/Chg.
(xvii)	At least one charging point in each coach should be provided with provision of 240 V output even during the night so that oxygen concentrator can be used by the needy passenger.	Mech/Chg.

(xviii)	International standards regarding aisle width in the coach should be followed by Indian Railways.	Mech/Chg.
(xix)	Regarding various matters related to services aspect, it was pointed out to the members of sub-group that Railway has also been mapped to Services sub-group also and another officer has been nominated to that group. FMC representative informed that status of Services sub-group with respect to Railway items will be checked and informed.	Traffic Comml.

6. Concerned directorates are requested to furnish the remarks / comments on the above mentioned points as well as on the other items listed out in the draft brief as referred in preceding paras at the earliest possible so that consolidated comments of the Ministry of Railways can be communicated in time to the Ministry of Social Justice and Empowerment.

18/03/25
Dir/GS/SD-IV

ED/GS/~~SD&T~~ 18.3.25

PED/GS 18/3/25

EDPM

ED/ME(Chg)

ED/EEM

ED/Tele

ED/C&IS

ED/CE/G

ED/GS/T

WIP Accessibility Standards for Transport Eco-System

Road : NMT

Rail : Long distance / Suburban

- PLATFORM
- COACH
- COMMS & ICT
- STATION FACILITIES

Common

- BOOKING
- SECURITY
- BUGGY
- SHUTTLE
- PROCUREMENT & BUDGETING

MODE	REQUIREMENT	REFERENCE	★ NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
Road : NMT	**Pedestrian Infra**	SAC-RR Draft BE - A : 1,3-11, 17, 25,27, 31, 35	★		
Rail : Long distance / Suburban					
A	**PLATFORM**				
A01	Trains must not extend past platforms or length of platforms to be increased to 600 m to accommodate 24 LHB coach rake with corresponding signal position change.				
A02	Slope of ramped end of platforms to be 1:21 with caution sign		★		
A03	Height of platform to be increased to near level boarding		★ 920 mm existing platforms (840 mm on case to case basis)	1200 mm new stations w/o curves	
A04	Trolley path to be levelled for RPF assisted wheelchair crossing - caution sign		★		
A05	Interplatform transfer (IPT) via 1:20 sheltered ramped FOB or subway	Adapted RDSO/WKS/2013/002	★		
A06	Mechanised stair-climbing wheelchair (EvacuChair) for existing FOB with only steps / lift		★		
A07	Contrasting TWSIs (70% LRV) flush from platform edge for 600 mm width	ADA	★		
A08	Contrasting TGSI (70% LRV) accessible path		★		
A09	Non-slip, non-reflecting station floor with SRV (PTV) of 36+ whether dry / contaminated	FMC to RB	★		
A10	Lifts to be provided as additional IPT accessibility solution, not escalators				
A11	Multimodal announcements via app and SLI avatar		★ AV default		

MODE	REQUIREMENT	REFERENCE	★ NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
A12	Portable boarding ramp + aisle chair (Guntur model)	FMC to RB		≡	
A13	Wheelchairs with assistants	DHC PIL	★		
A14	Seating bench with single edge arm rests		★		
A15	Booth / counter design default of dual counter height	CMRL model	★		
A16	Bollards to be placed 1000 mm apart	DBE - B1	★		
B	COACH				
B01	Wall bracket foldable boarding ramp + aisle chair (Andhare model)			≡	
B02	Door clear width min 920 mm		★ All new coaches		
B03	Aisle width min 800 mm (instead of current VB 450)	UIC	★ All new coaches		
B04	Chair cars end rows to allow wheelchair stowage 2x2 configuration	FMC to RB		≡	
B05	WTORS for VB	FMC to RB	★		
B06	Fixed seat plug point for o2 concentrator reliable 240 V power w/o night throttling	FMC to RB		≡	
B07	Fixture height and standardised layout	FMC to RB			
B07	Clear intuitive emergency communication device interface	FMC to RB			
C	COMMS & ICT				
C01	Multimodal communication	FMC to RB			
D	STATION FACILITIES				

MODE	REQUIREMENT	REFERENCE	★ NON-NEGOTIABLE	DESIRABLE / RECOMMENDED	ASPIRATIONAL
D01	Changing Places adapted standard toilet	FMC to RB			
D02	Escalator safety	FMC to RB			
D03	Universal Design of infra - waiting room, kiosks, other toilets, signage,	SAC-RR Draft BE - A			
Common					
A	**BOOKING**				
A01	SSR code based planned seat logic, priority, allotment	FMC to RB	★		
A02	UDID based concession	FMC to RB	★		
B	**SECURITY**				
B01	Sector created manual - common process	Services - security screening	★		
C	**BUGGY**				
C01	Wheelchair accessible option with ramp		★		
C02	Electric vehicles footboard need to have lower heights and AVAS		★		
D	**SHUTTLE**				
D01	Mini and micro buses cannot be exempt from low floor		★		
E	**PROCUREMENT & BUDGETING**				
E01	Timebound accounting head for Retrofit India campaign as % of total		★		
E02	Bilateral agreements to comply with accessibility standards even in ToT, goods arising from conditional loans		★		

E-Receipt-2077285
No.

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

मुख्य रेल संरक्षा आयुक्त कार्यालय
तृतीय तल, यातायात लेखा कार्यालय, स्टेट एंट्री रोड,
नई दिल्ली – 110055
दूरभाष : 011-23369778

O/o Chief Commissioner of Railway Safety,
3rd floor, Traffic Accounts Office, State Entry
Road, New Delhi – 110055
Telephone : 011-23369778

संख्या: क्यू/11010/1/2025-T.W./374 **दिनांक: 16.04.2025**

The Secretary (Civil Engineering),
Ministry of Railways/Govt. of India,
Railway Board, Rail Bhawan,
New Delhi-110001

Office of AM(Civil Engg.)
Dy. No. 2075854

विषय: Condonation of Structure Gauge infringement (vertical clearance) to Schedule of Dimensions (SOD) at Chainage 66019.448 meter and Chainage 66022.448 meter of Line 7 Extn. (Mukundpur to Maujpur) with Portal of Depot line of line 8 extn. (Entry -Exit).

संदर्भ: (i) DMRC/PH-IV/CPM-4/DC-02/2025/Condonation dated 09.04.2025

1. M/s DMRC vide letter under ref. (i) has applied for condonation of Railway Board for infringing structure gauge by 263 mm for their standard gauge (1435 mm) for 3200 mm wide stock of DMRC. The infringement is as under:

Provision in DMRC SOD	Minimum prescribed vertical clearance for any structure above Rail Level	Actual vertical clearance above Rail Level	Amount of Infringement (Vertical clearance)
Para 1.6.2 - Elevated sections Structure Gauge for standard gauge 1435 mm	6250 mm (As per fig. DMWSG-2 of SOD)	Varying from 5987mm to 6084mm	Varying from 166mm to 263mm.

2. The Schedule of Dimension for standard gauge (1435mm) for 3200 mm wide stock (November, 2015) has been approved by Railway Board vide letter no. 2K/Proj./DLI/30/3 Vol.II New Delhi dated 04.07.2016.

3. M/s DMRC has submitted that the soffit level of DP32 portal of Depot Line of Line-8 Extn. (Entry-Exit) is at R.L. 225.293. The vertical alignment designed at the portal structure of Depot Line of Line-8 Extn. (Entry-Exit) crossing Line-7 Extn. is in accordance with the maximum compensated gradient as per Chapter 1 clause 1.3, Sub clause 1.3.1, Note(ii) of DMRC SOD for Standard Gauge for 3200mm wide Rolling Stock. Further Line 7 Extn. Maujpur to Mukundpur section had to be jointed to the existing Line7. The rail levels at the point of infringement between Chainage 66019.448m and Chainage 66022.448m of line 7 Extn. are 219.232 and 219.218 respectively. Further due to prior freezed point of Junction viaduct of Line 7 and line 7 Extn (Chainage 66045.633m) horizontal and vertical profile of the viaduct cannot be shifted from its present location. Due to the above constraints, there is an infringement in the structural gauge of the SOD. Therefore, condonation is requested for 263 mm to maintain a vertical clearance of 5987 mm at this portal crossing.

4. Requirement of minimum vertical clearance of structure gauge in figure DMWSG-2 of DMRC SOD for standard gauge for 1435 mm is 6250 mm. In this case the existing actual vertical clearance available is 5987 mm due to which the amount of infringement in vertical clearance is 263 mm. The structure gauge infringement of Line-7 extn. Corridor w.r.t. SOD is tabulated below:

E-Receipt-2077285
No.

भारत सरकार
भारत सरकार मंत्रालय
रेल सुरक्षा आयोग
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY

मुख्य रेल सुरक्षा आयुक्त कार्यालय
तृतीय तल, यातायात लेखा कार्यालय, स्टेट एंट्री रोड,
नई दिल्ली – 110055
दूरभाष : 011-23369778

आज़ादी का अमृत महोत्सव

O/o Chief Commissioner of Railway Safety,
3rd floor, Traffic Accounts Office, State Entry
Road, New Delhi – 110055
Telephone : 011-23369778

संख्या: क्यू/11010/1/2025-T.W./374

दिनांक: 16.04.2025

Office of AM Civil Engg.
2075854

The Secretary (Civil Engineering),
Ministry of Railways/Govt. of India,
Railway Board, Rail Bhawan,
New Delhi-110001

विषय: Condonation of Structure Gauge infringement (vertical clearance) to Schedule of Dimensions (SOD) at Chainage 66019.448 meter and Chainage 66022.448 meter of Line 7 Extn. (Mukundpur to Maujpur) with Portal of Depot line of line 8 extn. (Entry -Exit).

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P (2)

Route for any type of Rolling stock is decided by TT Directorate of Rly Board

01.04.25 ED Mech/Freight

ED CE (C)

1.4.25

ED: DCE/G. 02/04/25

ED (Coal)

1/4/25

R-205624 | ~~E-2053799~~

RECEIPT NO.
E-3492527

Note

No.2025/CEDO/SR/ACT-1 & ACT-2

Sub: Route for movement of new manufactured new Tall design AutoRake like ACT I/ACT II, to Northern/Western part of India

Ref : (i) HEIL's letter dated 17.03.2025
(ii) Railway Board's letter no. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL, dated 03.01.2023
(iii) Railway Board's letter no.2024/CEDO/SD/RS/04/ACT2-IR-DFCs, dated 20.11.2024

Reference received from HEIL's dated 17.03.2025 {ref.(i)} addressed to MI wherein issue raised *"for facing an encouraging for transportation of above cited stocks from car manufactures to their respective distribution/dealer points"*.

The matter has been examined in detail in Civil Engineering Dte. and it is submitted as under:

(i) Vide letter referred at (ii) above, Board has already issued for introduction of ACT1 rolling stock.

(ii) Further, vide letter referred at (iii) above, Board has issued Condonation of ACT2 rolling stock and sanction for introduction shall be processed after onward submission of case papers by RDSO through CCRS.

In view of above, ED(PU&W) may like to communicate to concerned agency accordingly please.

Da : as above

ADE/Civil
25.03.2025

DME/PU&W
25.03.2025

DCE(G) 25/03/25

EDCE(G) 25.3.25

AM/CE 25/3/25

ED(PU&W) The subject matter is not dealt by PU&W Dte.

EDCE/G 25.3.25 DCE/G 25/3/25 EDME/Freight 26.3.25

PP 6 Mem/Infra

HINDUSTHAN ENGINEERING & INDUSTRIES LIMITED

(An enterprise of THE HINDUSTHAN GROUP)

Regd. Office : Mody Building 37, Sir R.N. Mukherjee Road, Kolkata - 700 001(India) Tel. : +91 33-2262 0866-69, Fax : +91 33-2243 2922
CIN : U35999WB1919PLC003202 . E-mail : [illegible] . Website : www.heilindia.com

To,
Member Infrastructure
Ministry of Railways
Rail Bhawan
New Delhi

17.03.2025
C.R. Branch, Railway Board
e-Office No. 2045889/25
Dt. 18/3/25

Subject: Route for movement of new manufactured new Tall design AutoRake like ACT I / ACT II, to Northern/Western part of India

Dear Sir,

As you are aware the Indian Railway has revised the Maximum Movement Dimension AutoRake Wagon Type for transportation of Tall Design automobiles like SUVs from the car manufacturers to their respective distribution / dealer points.

We are pleased to share that there are encouraging enquiries for the Tall Design Wagon Types from the Automobile manufacturers and the third-party operators under the AFTO Scheme.

However, we are facing an unforeseen challenge in executing this requirement. Although our manufacturing facilities are geared up to manufacture these Tall Design Auto Wagons, the movement of these new Tall Design AutoRakes like ACT I / II to Northern/Western part of India, where most of the Automobile manufacturers and the Third-Party operators under AFTO scheme are located, is a very big challenge as the New Tall Design Wagons as ODC a wagon is not permitted to travel on the rail routes from EAST to North/West.
Further, as you are aware, most of the wagon manufacturers are located in and around Kolkata, West Bengal and this is a common problem for all the wagon manufacturers. A brief highlighting the existing plants of the wagon manufacturers is shared here with for your kind reference.

We would request your kind attention to resolve the above stated problem enabling us to take up the manufacture and supply of Tall Design Wagons to the auto industry thereby the reduction of carbon footprint and contribute to a cleaner environment.

Assuring you of our best services for all times.

Thanking you

For Hindusthan Engineering & Industries Ltd.

Manjeet Narwan
BUSINESS HEAD

Enclosed as above

List of Wagon Builders

Wagon Builder	Plant location	Concerned Railways
TEXMACO	4 no Railway gate, Belgharia Texmaco Rd, Belghoria, Kolkata, West Bengal 700056	EASTERN RAILWAYS
	34, B.T.Road, P.O: Sukchar,P.S: Kharda, Dist - North Twenty Four Pgs, Pin -700115	
HEI	38 Tiljala Road, Kolkata - 700039, West Bengal	EASTERN RAILWAYS
	Jagacha, Dist: Howrah - 711104, West Bengal	South Eastern Railway
Besco (Wgn)	9CHM+J7P, Sultanpur, Balarampur, Kolkata, West Bengal 700144	Eastern Railway
TRSL	Malgodown Road, Bharatpur - 321 001, Rajasthan, India	
	12/9/1, R K Deo Path, PO & Ps - Titagarh, 24 PGNS (N), Kolkata - 700 119, West Bengal, India	Eastern Railway
	2, HINDMOTOR ROAD, PO - HINDMOTOR, DIST- HOOGHLY, PIN-712233	
JUPITER	G. T. Road, Sahaganj, Chinsurah, Bandel, Dist. Hooghly, West Bengal, 712104, India	Eastern Railway
	21,22,33,34, Industrial Area, Richhai, Jabalpur 482010, Madhya Pradesh, India	
BWT	Braithwaite & Co. Ltd. P.O. Angus, Dist. Hooghly 712 221, West Bengal, India	Eastern Railway
SRBWIPL	P.O.- Kulti, Dist.- West Burdwan, PIN: 713343 (West Bengal)	Eastern Railway
Besco(Fdy)	Sultanpur, Balarampur, Kolkata, West Bengal 700144	Eastern Railway
Oriental Fdy.	Survey No. 618 -622 Radhanpur Highway, Village -Lakadiya, Taluka -Bhachau, District: Kutch (Gujarat) -370145	Western Railway
Modern Ind.	G T Road, Shyam Park Extension, Sahibabad - 201005 (Sahibabad Railway Station)	Northern Railway
Jindal Rail	NH-8, Post & Taluka: Karjan, Dist. Vadodara – 391240, Gujarat, India	Western Railway
Amzen Trans.	Village - Phatak Majri, PO- Sadhugarh Tehsil & District - Fatehgarh Sahib, Punjab - 140406	Northern Railway

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL New Delhi, dated 03.11.2023

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

The General Manager,
All Indian Railways

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

Sub: Introduction of new rolling stock, Bogie Covered Autocar Trailer Wagon type **'ACT1'** [Max. Axle Load **11t**] to RDSO's Drg. No. WD-22029-S-01 Alt.02 up to a maximum speed of **100 kmph in empty and 95 kmph in loaded** condition over *DSDC and DSC routes* of Indian Railways and routes of *Eastern and Western Dedicated Freight corridors* of DFCCIL

Ref: (i) RDSO letter no. MW/PWDA/AUTOCAR/IVC dated 24.03.2023, 01.08.2023, 17.08.2023 & 24.08.2023

(ii) Railway Board's letter No.2010/M(N)/951/23, dated 10.07.2023

(iii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/AUTOCAR/IVC dated 31.07.2023

(iv) CCRS letter no. Q.12011/34/2022-23-T.W., dated 27.07.2023

With reference to RDSO above application dated 24.03.2023 (ref.i), sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Autocar Trailer Wagon **'ACT1'** [Max. Axle Load **11t**] to RDSO's Drg. No. WD-22029-S-01 Alt.02 up to a maximum speed of **100 kmph in empty** and **95 kmph in loaded** condition over *DSDC and DSC routes* of Indian Railways and routes of *Eastern and Western Dedicated Freight corridors* of DFCCIL, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/PWDA/AUTOCAR/IVC, dated 31.07.2023. For operation up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition, 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

03.11.2023

ii. Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO in Note mentioned in Annexure of RDSO's application dt, 19.09.2022 shall be adhered to before introducing operation of subject rolling stock.

iii. 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.

iv. Before introduction of subject wagons, Electrical Inspector (EIG) of the 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

28.11.2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

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

2022-CEDO-SD-RS-18-BCATIC-4875x2600-DSDC **New Delhi, dated 28.11.2022**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.14011/04/2022-23-T.W., dated 28.09.2022
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Fr.)/Railway Board, New Delhi

28.11.2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(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

2022-CEDO-SD-RS-18-BCATIC-4875x2600-DSDC

New Delhi, dated 28.11.2022

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

Sub: Condonation of infringement w.r.t IRSOD (BG) Revised, 2022 by **maximum height (4875mm)** and **maximum side height (4875mm)** of Bogie Covered Autocar Taller wagon type **'BCATIC'** having a height of 4875mm and width of 2600 mm as per RDSO Drawing no. WD-22029-S-01 for operation over **DSDC routes of Indian Railways** and **other routes identified by Railway Board** which are suitable for transportation of these wagons

Ref: (i) RDSO's letter no. CT/CONTR/BG/MG, dated 26.07.2022 & 19.09.2022
(ii) CCRS office letter no. Q.14011/04/2022-23-T.W., dated 28.09.2022

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), Schedule-I, IRSOD (BG) Revised, 2022 by **maximum height (4875mm)** and **maximum side height (4875mm)**, of Bogie Covered Autocar Taller wagon type **'BCATIC'** having a height of 4875mm and width of 2600 mm as per RDSO Drawing no. WD-22029-S-01 for operation over **DSDC routes of Indian Railways** and **other routes identified by Railway Board** which are suitable for transportation of these wagons, as shown in detail enclosed with above mentioned application, detail of infringements are as under:

i. **Clause 30**- Max. height above rail level for a width of 1015 mm on either side of the center of unloaded vehicle by 610 mm (i.e. 4875 mm instead of 4265 mm)

ii. **Clause 31**- Max. height above rail level at side of unloaded vehicle by 1034 mm at the beginning of slope line to 941 mm (i.e. 4875mm instead of 3735mm)

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 these autocar wagons in electrified territory.

28.11.2022

of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, 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. All the stipulations mentioned in Note of Drg. No. 23055-S-01 shall be strictly complied.

iv. It shall be ensured that the wagon doors are in locked condition during its movement both in empty& loaded condition since open doors are likely to hit Railway assets. Zonal Railways shall issue necessary instructions to ensure proper closing of gates in empty/loaded condition.

v. In case of consignment falling under the category of ODC, the stock shall be operated as per the Railway Board's extant instructions on the subject.

vi. Hand Brakes of the wagons are to be in applied condition in the entire rake during loading operation.

vii. Hand brakes and other safety related equipment of the road vehicles should be checked before loading them on the wagons

viii. ROH/POH of the wagon shall be done in designated depot/workshop

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

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

03.11.2023
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No.2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL New Delhi, dated 30.08.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/34/2022-23-T.W., dated 27.07.2023
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr), Railway Board

03.11.2023
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

No. 2024/CEDO/SD/RS/04/ACT2-IR-DFCs **New Delhi, dated 20.11.2024**

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

Sub : Condonation of infringements w.r.t. IRSOD (BG), Revised,2022 & Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **Maximum distance apart of bogie centres for bogie vehicles{(19950mm for Car-A & Car-B) & (16345mm for Car-C)}, Maximum length over centre buffers couplers or side buffers for bogie vehicles (23555mm for all Cars) & Maximum distance apart between any two adjacent axles {(17950mm for Car-A & Car-B) & (14345mm for Car-C)}**of Autocar Taller wagon type **"ACT2"** having a height of 4877mm and width of 2920mm, as per RDSO Drawing No. WD-23019-S-01,over DSDC, DSC routes of IR and Routes of Eastern and Western Dedicated Freight Corridors of DFCCIL & others routes identified by Railway Board

Ref:(i) CCRS office letter no. Q.14011/01/2024-25-T.W.,dated 27.06.2024
(ii)RDSO letter no. CT/CONTR/BG/MG, dated 26.04.2024

With reference to RDSO above applications {ref. (ii)}, 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. IRSOD (BG), Revised,2022 & Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **Maximum distance apart of bogie centres for bogie vehicles{(19950mm for Car-A & Car-B) & (16345mm for Car-C)}, Maximum length over centre buffers couplers or side buffers for bogie vehicles (23555mm for all Cars) & Maximum distance apart between any two adjacent axles {(17950mm for Car-A & Car-B) & (14345mm for Car-C)}**of Autocar Taller wagon type **"ACT2"** having a height of 4877mm and width of 2920mm, as per RDSO Drawing No. WD-23019-S-01,over DSDC, DSC routes of IR and Routes of Eastern and Western Dedicated Freight Corridors of DFCCIL & others routes identified by Railway Board as shown in details enclosed with above mentioned application and reproduced as under:

Item of Chapter-IV (A) IRSOD	Description of Clause	Dimension as per IR SOD(mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
17	Maximum distance apart of bogie centres for bogie vehicles	14900	19950 for Car-A & Car-B	5050
			16345 for Car-C	1445

Item of Chapter-IV (A) IRSOD	Description of Clause	Dimension as per IR SOD(mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
20(b)	Maximum length over centre buffer couplers or side buffers for bogie vehicles.	22300	23555 (For all Cars)	1255
21	Maximum distance apart between any two adjacent axles	12345	17950 for Car-A & Car-B	5605
			14345 for Car-C	2000

Item of Chapter-IV & XI DFC SSOD	Description of Clause	Dimension as per DFC SSOD (mm)	Proposed dimensions (mm)	Magnitude of infringement (mm)
4.4.3 of EDFC SSOD and 11.4.3 of WDFC SSOD	Maximum centres for bogie vehicles	17000	19950 for Car-A & Car-B	2950
			16345 for Car-C	No infringement
4.4.7 of EDFC SSOD and 11.4.7 of WDFC SSOD	Maximum distance apart between any two adjacent axles	15000	17950 for Car-A & Car-B	2950
			14345 for Car-C	No infringement

Further, above sanction of condonation is subject to the following conditions:

"Instruction related to the movement of the rolling stock on Points and Crossing/Turnouts & Diamond Crossing should be incorporated in the Speed Certificate for its operation, whenever being issued by RDSO"

20/11/24
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2024/CEDO/SD/RS/04/ACT2-IR-DFCs **New Delhi, dated 20.11.2024**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055 w.r.t. his endorsement No. Q.14011/01/2024-25-T.W.,dated 27.06.2024
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Fr.)/Railway Board, New Delhi

20/11/24
(किशन रावत)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

No. **2025/CEDO/SR/02/SRDSPZ 350/70-75 kmph/IR-DFCCIL** **New Delhi, Dated 28.03.2025**

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

Sub : Increase in sanctioned maximum speed of Ballast Regulating Machine Model SRDSPZ 350 [Transportation Code- BRSPZ350], manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version A up to maximum speed of 70 kmph when running on its own power and 75 kmph when running in train formation and as a last vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle as a last vehicle over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/05/2020-21-T.W, dated 17.01.2025
(ii) RDSO's letter no. TM/HM/11/40/BRM-SRIDA, dated 20.11.2024
(iii) RDSO's Final Speed certificate (FSC) no. TM/HM/11/40/BRM-SRIDA dated 14.11.2024
(iv) Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024

While processing above case for the sanction of increase of maximum speed of Ballast Regulating Machine Model SRDSPZ 350 [Transportation Code- BRSPZ350], manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version A up to maximum speed of 70 kmph when running on its own power and 75 kmph when running in train formation and as a last vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle as a last vehicle over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL,** it has been observed as under:

"RDSO's Final Speed certificate (FSC) no. TM/HM/11/40/BRM-SRIDA , dated 14.11.2024 ***is not in line with Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024"***

RDSO is requested to revise the speed certificate and submit revised proposal as per extant of Rules/procedure accordingly at the earliest.

Da: as above

28/03/25
(किशन रावत)
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. Principal Executive Director (RS), RDSO, Lucknow
2. Executive Director (Track Machine), RDSO, Lucknow
3. PEDTk (M&Mc) Railway Board

Issued through gmail
28.3.25

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

No. **2025/CEDO/SR/06/SRGRG120-IR-DFCCIL-65km** **New Delhi, Dated 28.03.2025**

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

Sub : Sanction for **confirmation** of maximum speed of Switch Rail Grinding Machine(SRGM) "RGI Series 20 Stone Rail Grinder" [Transportation Code SRGRG120] supplied by M/s LORAM, USA upto maximum speed of **65kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/09/2021-22-T.W, dated 07.02.2025
(ii) RDSO's letter no. TM/HM/11/52/SRGM-LORAM, dated 02.01.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/52/SRGM-LORAM, dated 12.07.2024 and its Amendment no.1 dated 31.12.2024
(iv) Board's letter no. 2022/CEDO/SR/22/SRGM-RGI-20, dated 06.09.2022
(v) Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024

While processing above case for the sanction of **confirmation** of maximum speed of Switch Rail Grinding Machine(SRGM) "RGI Series 20 Stone Rail Grinder" [Transportation Code SRGRG120] supplied by M/s LORAM, USA upto maximum speed of **65kmph** when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL,** it has been observed as under:

"RDSO's Final Speed Certificate (FSC) no. TM/HM/11/52/SRGM-LORAM, dated 12.07.2024 and its Amendment no.1 dated 31.12.2024 ***is not in line with Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024"***

RDSO is requested to revise the speed certificate and submit revised proposal as per extant of Rules/procedure accordingly at the earliest.

Da: as above

28/03/25
(किशन रावत)
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. Principal Executive Director (RS), RDSO, Lucknow
2. Executive Director (Track Machine), RDSO, Lucknow
3. PEDTk (M&Mc) Railway Board

Issued through gmail
01.4.2025 AD ECC(VIG)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड RAILWAY BOARD

No: 2018/M(N)/172/1 (E-3323008) Date: 29.11.2024

Director General
RDSO
Lucknow

Sub: Simplification and Unification of Operating Speeds for Different Types of Wagons
Ref: (i) CCRS letter number M.15013/1/2017-18-TW dated 07.11.2024
(ii) Railway Board's Letter Number 2015/M(N)/951/31 dated 21.04.2022

1. CCRS vide his letter under reference (i) has expressed concerns and advised to ensure uniform speed of Rolling Stock in all configuration/condition and common to other similar stocks for operational ease and safety.

2. In addition Railway Board had already advised RDSO vide reference (ii) for upgradation of wagons to 100 kmph. The matter has been deliberated at Railway Board and the following is advised.

3. Henceforth, the speed certificate issued by RDSO (Provisional and Final) for wagon stock should follow only anyone of the following speeds:
   i) 60 kmph
   ii) 75 kmph
   iii) 100 kmph

**It is, however, understood that for some time, due to track limitations, 25t axle load will be permitted to run only at 45 kmph in loaded condition.*

(Amit Kumar Agarwal)
Additional Member (Mechanical Engineering)
Railway Board

Copy to: MTRS – for kind information please

2025/CEDO/SR/06/~~SRGRG120-IR-DFCCIL-65kmph~~

2049588/2025/O/o EDME (FREIGHT)

जनक कुमार गर्ग

Janak Kumar Garg

सत्यमेव जयते

मुख्य रेल संरक्षा आयुक्त
रेल संरक्षा आयोग
नागर विमानन मंत्रालय
भारत सरकार
Chief Commissioner of Railway Safety
Commission of Railway Safety
Ministry of Civil Aviation
Government of India

No. M.15013/1/2017-18 TW

Dated: 07.11.2024

सेवा में,
सदस्य कर्षण एवं चल स्टॉक
रेलवे बोर्ड, रेल मंत्रालय
नई दिल्ली

Sub : Uniform operating speed of Rolling Stock.

In the recently received proposals of introduction of new Rolling Stocks, following issues have been observed:

i) In a case of BLCS wagons (container wagons), a fresh proposal having a separate loading condition under double stake configuration over DFC has been proposed for operation at a speed of 75km/h, whereas same BLCS wagon has already permitted for operation under double stake configuration over DFC at speed of 100 km/h in loaded condition. In such condition, it will be very difficult for field staff to ensure specified operational speeds of wagon w.r.t loading condition and may lead to unsafe operation of wagons. Therefore, a uniform speed of the wagon under all loaded combination required to be ensured with common speed certificate.

ii) In another case of BLSS wagon (a variant of container wagon), different speeds in various loading condition at single stack with very minor speed variation like without container (85 km/h), with empty container (80 km/h) and in loaded container (75 km/h) and similar proposals for double stack operation over IR and operation over DFC have been proposed. In such provisions, there is no significant gain in speed of wagons, rather a challenge to field staff for ensuring specified operational speeds w.r.t appropriate loading conditions.

iii) In case of LHB power car (LWLRRMDAC), speed under deflated condition of air spring has been proposed at 50 km/h whereas standard speed of all variants of LHB coaches in deflated condition of air spring is 60 km/h. This will restrict the train movement in deflated condition of air spring. Hence, a uniform speed be maintained for all coaches of the same family/type under all condition before being proposed for introduction.

It is advised to ensure uniform speed of Rolling Stock in all configuration/ condition and common to other similar stocks for operational ease & safety.

(जनक कुमार गर्ग)
मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:

महानिदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110055
Tel: 011-23369778, Mob: 9794842049, E-mail: ccrs-moca@gov.in

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/M(N)/951/31 Dated 21.04.2022

The Executive Director Standards (Wagon)
RDSO
Lucknow

Sub:- Upgradation of wagons for 100 kmph.

RDSO is requested to issue a consolidated list of wagons in which the speed upgradation has to be undertaken alongwith the WMIs issued in this regard. The status of RB sanctions for such wagons may also be indicated.

Vivek 21/04/22

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

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Room No. 309-C, Rail Bhavan, Raisina Road, New Delhi-110001

E-3488858

2059738

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

No. 2025/CEDO/SR/10/09-32CSM/DFCCIL **New Delhi, Dated 28.03.2025**

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

Sub : Sanction for **increase** of maximum speed of Duo-matic Two Sleeper tamping Machine Model "09-32CSM" (Transportation code-CSM Duo D) supplied by M/s Plasser, India upto maximum speed of **75kmph** when running on its own power and 70 kmph when running in train formation as a dead vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/15/2023-24-T.W., dated 26.03.2024
(ii) RDSO letter no. TM/HM/S086/DUOMATIC/DFCCIL, dated 14.11.2024
(iii) RDSO Interim Speed Certificate (ISC) no. TM/HM/S082/DUOMATIC/ DFCCIL, dated 30.10.2024
(iv) Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024

While processing above case for the sanction of **increase** of maximum speed of Duo-matic Two Sleeper tamping Machine Model "09-32CSM" (Transportation code-CSM Duo D) supplied by M/s Plasser, India upto maximum speed of **75kmph** when running on its own power and 70 kmph when running in train formation as a dead vehicle from existing maximum sanctioned speed of 60 kmph when running on its own power as well as when running in train formation as a dead vehicle over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL, it has been observed as under:

"RDSO Interim Speed Certificate (ISC) no. TM/HM/S082/DUOMATIC/ DFCCIL, dated 30.10.2024 is not in line with Railway Board letter no. 2018/M(N)/172/1(E-3323008), dated 29.11.2024"

RDSO is requested to revise the speed certificate and submit revised proposal as per extant of Rules/procedure accordingly at the earliest.

Da: as above

28/03/25
(किशन रावत)
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. Principal Executive Director (RS), RDSO, Lucknow
2. Executive Director (Track Machine), RDSO, Lucknow
3. PEDTk(M&Mc) Railway Board

Issued through gmail
01.4.25 ADE(CIVIL)

2025/CE[illegible]R-DFCCIL
2018/M(N)/172/1/OPDC(FREIGHT)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड RAILWAY BOARD

No: 2018/M(N)/172/1 (E-3323008)

Date: 29.11.2024

Director General
RDSO
Lucknow

Sub: Simplification and Unification of Operating Speeds for Different Types of Wagons
Ref: (i) CCRS letter number M.15013/1/2017-18-TW dated 07.11.2024
(ii) Railway Board's Letter Number 2015/M(N)/951/31 dated 21.04.2022

1. CCRS vide his letter under reference (i) has expressed concerns and advised to ensure uniform speed of Rolling Stock in all configuration/condition and common to other similar stocks for operational ease and safety.

2. In addition Railway Board had already advised RDSO vide reference (ii) for upgradation of wagons to 100 kmph. The matter has been deliberated at Railway Board and the following is advised.

3. Henceforth, the speed certificate issued by RDSO (Provisional and Final) for wagon stock should follow only anyone of the following speeds:
   i) 60 kmph
   ii) 75 kmph
   iii) 100 kmph

**It is, however, understood that for some time, due to track limitations, 25t axle load will be permitted to run only at 45 kmph in loaded condition.*

(Amit Kumar Agarwal)
Additional Member (Mechanical Engineering)
Railway Board

Copy to: MTRS – for kind information please

Room No.517-A, Rail Bhavan, Raisina Road, New Delhi-110001

2025/CE[illegible]-DFCCIL
2056888/2025/OPDCE(FREIGHT)

जनक कुमार गर्ग
Janak Kumar Garg

सत्यमेव जयते

मुख्य रेल संरक्षा आयुक्त
रेल संरक्षा आयोग
नागर विमानन मंत्रालय
भारत सरकार
Chief Commissioner of Railway Safety
Commission of Railway Safety
Ministry of Civil Aviation
Government of India

No. M.15013/1/2017-18 TW

Dated 07.11.2024

सेवा में,
सदस्य कर्षण एवं चल स्टॉक
रेलवे बोर्ड, रेल मंत्रालय
नई दिल्ली

Sub : Uniform operating speed of Rolling Stock.

In the recently received proposals of introduction of new Rolling Stocks, following issues have been observed:

i) In a case of BLCS wagons (container wagons), a fresh proposal having a separate loading condition under double stake configuration over DFC has been proposed for operation at a speed of 75km/h, whereas same BLCS wagon has already permitted for operation under double stake configuration over DFC at speed of 100 km/h in loaded condition. In such condition, it will be very difficult for field staff to ensure specified operational speeds of wagon w.r.t loading condition and may lead to unsafe operation of wagons. Therefore, a uniform speed of the wagon under all loaded combination required to be ensured with common speed certificate.

ii) In another case of BLSS wagon (a variant of container wagon), different speeds in various loading condition at single stack with very minor speed variation like without container (85 km/h), with empty container (80 km/h) and in loaded container (75 km/h) and similar proposals for double stack operation over IR and operation over DFC have been proposed. In such provisions, there is no significant gain in speed of wagons, rather a challenge to field staff for ensuring specified operational speeds w.r.t appropriate loading conditions.

iii) In case of LHB power car (LWLRRMDAC), speed under deflated condition of air spring has been proposed at 50 km/h whereas standard speed of all variants of LHB coaches in deflated condition of air spring is 60 km/h. This will restrict the train movement in deflated condition of air spring. Hence, a uniform speed be maintained for all coaches of the same family/type under all condition before being proposed for introduction.

It is advised to ensure uniform speed of Rolling Stock in all configuration/ condition and common to other similar stocks for operational ease & safety.

(जनक कुमार गर्ग)
मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:

महानिदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110055
Tel: 011-23369778, Mob: 9794842049, E-mail: ccrs-moca@gov.in

2025/CE[illegible]R-DFCCIL
2056888/2025/OE[illegible]EIGHT)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/M(N)/951/31 Dated 21.04.2022

The Executive Director Standards (Wagon)
RDSO
Lucknow

Sub:- Upgradation of wagons for 100 kmph.

RDSO is requested to issue a consolidated list of wagons in which the speed upgradation has to be undertaken alongwith the WMIs issued in this regard. The status of RB sanctions for such wagons may also be indicated.

Vinek
21/04/22

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

****

Room No. 309-C, Rail Bhavan, Raisina Road, New Delhi-110001

E-3493141
R-2059727

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

No. 2025/CEDO/SR/07/CBRM400RP/IR/50→45kmph **New Delhi, Dated 25.03.2025**

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

The General Manager,
All Indian Railways

Sub : Introduction of Ballast Regulating Machine, Model - "PBR 400R" (Transportation code CBRM400RP) manufactured and supplied by M/s Plasser, India upto maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle based on Final Speed Certificate (dated 04.09.2024) from existing maximum sanctioned speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle based on Provisional Speed Certificated (dated 06.06.2008) over **Indian Railway,** by Zonal Railways

Ref : (i) CCRS office letter no. Q.13011/06/2009-T.W, dated 11.02.2025
(ii) RDSO's letter no. TM/HM/11/22/BRM, dated 01.06.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/22/BRM, dated 04.09.2024 and its Amendment no.1 dated 31.12.2024
(iv) Board's letter no. 2009/CEDO/SR/18, dated 10.08.2009

With reference to RDSO above application dated 01.06.2025 {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Ballast Regulating Machine, Model - "PBR 400R" (Transportation code CBRM400RP) manufactured and supplied by M/s Plasser, India upto maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle based on Final Speed Certificate (dated 04.09.2024) from existing maximum sanctioned speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle based on Provisional Speed Certificated (dated 06.06.2008) over **Indian Railway,** by Zonal Railways with the following stipulations :

i. Observance of all stipulations/conditions mentioned in Railway Board's previous sanction of subject rolling stock issued vide their letter no. 2009/CEDO/SR/18, dated 10.08.2009 on the basis of RDSO's Provisional Speed Certificate

ii. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TM/HM/11/22/BRM, dated 04.09.2024 and its Amendment no.1 dated 31.12.2024 for operation up to a maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle, 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 01.05.2023, along with sanction

25/03/25

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155, 56

letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

iii. In addition to above, following stipulation shall also be complied:

(a) Remarks of the IR against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
(b) It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.
(c) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
(d) All the requisite items to be used in case of accident or other emergency like detonators, Scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
(e) 25 kVA, 'Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.
(f) Availability of at least two fire extinguishers of adequate capacity shoud be ensured in the driver's cab.

25/03/25

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

No. 2025/CEDO/SR/07/CBRM400RP/IR/50→45kmph **New Delhi, Dated 25.03.2025**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.13011/06/2009-T.W, dated 11.02.2025
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. Principal Executive Director Track (M & Mc), Railway Board

25/03/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through mail
25.3.25 ADEE (CIVIL)

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

No. 2024/CEDO/SR/06/RAAC-130kmph **New Delhi, dated 25.03.2025**

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

The General Manager,
All Indian Railways

Sub : Introduction of Self Generating ICF AC Inspection Carriage –Administrative 'RAAC' fitted with ICF all coil bogies to RCF's Drawing No. RA 90006 Alt. 'a' up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways

Ref : (i) CCRS office letter no. Q.12011/21/2023-24-T.W, dated 12.03.2024

(ii) RDSO's letter no. MC/BG/COACH-26/Sanction/RAAC, dated 27.12.2023

(iii) RDSO's Final Speed Certificate (FSC) no. MC/BG/COACH-26/130 kmph, dated 22.12.2023

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Self Generating ICF AC Inspection Carriage –Administrative 'RAAC' fitted with ICF all coil bogies to RCF's Drawing No. RA 90006 Alt. 'a' up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, with the following stipulations :

(i) Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MC/BG/COACH-26/130 kmph, dated 22.12.2023 for operation up to a maximum speed of 130 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 01.05.2023, 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) 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 comply all the stipulations mentioned in RDSO's letter no. MC/BG/ COACH-26 dt. 19.02.2024.

(v) Coaches shall be maintained as per Maintenance Manual for BG Mainline coaches of ICF design issued by CAMTECH and RDSO technical pamphlet C-7807.

25/03/25

E-345982

109 to 110

(vi) In case of enroute breakage of dashpot and bolster spring, action as per instructions contained in RDSO's letter no. MC.SPG Spring dt. 17.01.1991 shall be taken.

(vii) For speed above 110 kmph & up to 130 kmph, Railway shall ensure provision of sturdy fencing of standard design in compliance of Para 202 of IRPWM 2020 to prevent accidents related to trespassing.

(viii) All the level crossings shall be manned with telecommunication facilities and interlocked for operation of trains at speed up to 130 kmph. Replacement of all level crossings, by Grade Separators shall be planned while proposing increase of speed.

(ix) Zonal Railway shall interpret the results of runs of OMS, TRC and Oscilograph Car and ensure corrective & preventive action, as considered necessary.

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

(xii) Earthing in the coach body & all the panels shall always be properly maintained.

25/03/25

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

No. 2024/CEDO/SR/06/RAAC-130kmph **New Delhi, dated 25.03.2025**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/21/2023-24-T.W, dated 12.03.2024
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(Chg), Railway Board

25/03/25

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

Issued through e mail

25.3.25

ADEN(CIVIL)

E-3488617
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

No. 2025/CEDO/SR/05/ BRSWSP/IR-DFCCIL- 65→60kmph **New Delhi, Dated 25.03.2025**

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 Ballast Regulating Machine, Model - "USP 2000 SWS" {(Axle load 21t) (Transportation code BRSWSP)} supplied by M/s Plasser, India upto maximum speed of **60 kmph** when running on its own power as well as when running in train formation from existing maximum sanctioned speed of 65 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL**

Ref : (i) CCRS office letter no. Q.12011/11/2021-22-T.W, dated 07.02.2025
(ii) RDSO's letter no. TM/HM/11/18/BRM, dated 06.01.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/18/BRM, dated 01.08.2024 and its Amendment no.1 dated 31.12.2024
(iv) Board's letter no. 2022/CEDO/ SR/27(1)/BRM, Model-USP 2000 SWS-65kmph dated 08.12.2022

With reference to RDSO above application dated 06.01.2025 {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Ballast Regulating Machine, Model - "USP 2000 SWS"{(Axle load 21t) (Transportation code BRSWSP)} supplied by M/s Plasser, India upto maximum speed of **60 kmph** when running on its own power as well as when running in train formation from existing maximum sanctioned speed of 65 kmph when running on its own power as well as when running in train formation over **Indian Railway,** by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by **DFCCIL** with the following stipulations :

i. Observance of all stipulations/conditions mentioned in Railway Board's previous sanction of subject rolling stock issued vide their letter no 2022/CEDO/SR/27(1)/BRM, Model-USP 2000SWS-65 kmph dated 08.12.2022 on the basis of RDSO's provisional speed certificate.

ii. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TM/HM/11/18/BRM, dated 01.08.2024 and its Amendment no.1 dated 31.12.2024 for operation up to a maximum speed of **60 kmph** when running on its own power as well as when running in train formation, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/ MD-DFCCIL, as the case may be, for

25/03/25

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 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

iii. In addition to above, following stipulation shall also be complied:

(a) Remarks of the IR/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
(b) It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.
(c) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
(d) All the requisite items to be used in case of accident or other emergency like detonators, Scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
(e) 25 kVA, 'Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.
(f) Availability of at least two fire extinguishers of adequate capacity should be ensured in the driver's cab.

25/03/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2025/CEDO/SR/05/ BRSWSP/IR-DFCCIL- 65→60kmph New Delhi, Dated 25.03.2025

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/11/2021-22-T.W, dated 07.02.2025
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. Principal Executive Director Track (M & Mc), Railway Board

25/03/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through gmail
25.3.25 ADE(CIVIL)

~~R-2053824~~
2056295

No. 2023/CEDO/MRK-SOD/O

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata (BG)

Ref : (i) Railway Board letter no. 2023/Proj./Metro Railway SOD/30/40 dated 17.07.2023

(ii) Metro Railway Kolkata letter No. MRTS/W-10/Draft SOD, dated 06.07.2023

(iii) RDSO letter no. CT/MT/SOD, dated 12.03.2025

(iv) Railway Board letter No. 83/MTP/C/22, dated 30.11.1994

Previously SOD for Metro Railway was approved vide Railway Board letter No. 83/MTP/C/22, dated 30.11.1994 referred (iv) above, now in reference to Railway Board letter no. 2023/Proj./Metro Railway SOD/30/40 dated 17.07.2023, RDSO vide their letter No. CT/MT/SOD, dated 12.03.2025 has submitted the proposal to issue corrigendum in SOD of BG network of Kolkata Metro 1994.

In view of above, ED/Gati Shakti-II directorate, may take necessary action for processing case to issue corrigendum in SOD of BG network of Kolkata Metro 1994 accordingly

DA: as above

(Kishan Chand Sharma)
ADE/Civil
25.03.2025
R.No. G-44

~~DCE(G)~~ 25.3.25

~~EDCE(G)~~ 25.3.25

ED/U&RRT

28/3/25

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

2023/Proj./MetroRailway/SOD/30/40 New Delhi, dated 17.07.2023

Executive Director/UTHS
RDSO
Manak Nagar
Lucknow-226011

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata (BG)

Ref: Metro Railway, Kolkata letter No. MRTS/W-10/Draft SOD dated 06.07.2023

Please refer to Metro Railway, Kolkata letter dated 06.07.2023 (ref. to above – copy enclosed), on the above subject. A copy of the same has already been forwarded to RDSO for examination.

RDSO is requested to examine the Metro Railway, Kolkata proposal and offer their comments.

Encl: As above

Siddi 17.7.23
(F. A. Ahmad)
Director/Gati Shakti (Civil)-IV
Railway Board
Ph: 011-47845480
Email: dirgsc4@gmail.com

METRO RAILWAY

METRO RAIL BHAVAN
33/1, CHOWRINGHEE ROAD
KOLKATA - 700 071

No. MRTS/W-10/Draft SOD

Dated: 06.07.2023

Executive Director, Civil Engineering/G,
Railway Board, Rail Bhavan
New Delhi – 110001 *(edceg@rb.railnet.gov.in)*

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata (BG).

It has been observed that excessive horizontal gap and excessive height difference in PF and Coach floor level, exists only in BG Lines of Kolkata Metro (MRK). The reason being that SoD of BG network of MRK was last finalized in 1994 (approved by Railway Board vide reference No. 83/MTP/C/22 dated 30.11.94), whereas SoD for the SG Line under construction by KMRCL has been finalized very recently, in line with the other new Metros. The problem is further aggravated when actual gaps or level differences are beyond even the BG SOD limits.

This issue was personally pointed by Hon'ble MR when he inspected Joka-Taratala (BG) metro section last month. Such height difference and gaps cause inconvenience to passengers and affect their safety.

A comparative list of SOD clearances in different Metro lines in India are enclosed as Annexure-A. Clearly, SOD of BG Lines of MRK is at variance with the rest of the Metro systems. Since, it is practically not possible to change rolling stock dimensions, the SOD dimensions related with platforms are required to be changed.

The proposed changes in SoD and resultant dimensions are tabulated as under which will reduce the anomalies to some extent-

Platform:-

No.	Item description	Existing	**Proposed**	Min Clearance*	Maximum Clearance*
5(a)	Maximum Horizontal distance from Centre of Track to face of Platform coping	1475 mm	**1455 mm**	75mm	85mm
5(b)	Minimum Horizontal distance from Centre of Track to face of Platform coping	1465 mm	**1445 mm**		

(* Maximum Coach width taken as 2740mm as prescribed in SOD)

Platform:-

No.	Item description	Existing	**Proposed**	Min level diff**	Max level diff**
6(a)	Maximum height above Rail Level for passenger platform	1035 mm	**1075 mm**	05 mm	95 mm
6(b)	Minimum height above Rail Level for passenger platform	1025 mm	**1065 mm**		

(Coach floor level varies from 1080 mm to 1160 mm)**

In view of above discussions, the proposed corrigendum in SoD of BG network of Kolkata Metro 1994 (approved by Railway Board vide reference No. 83/MTP/C/22 dated 30.11.94), is as given below:

SOD item	Existing description	Proposed description (future works only)
5(a)	Maximum Horizontal distance from Centre of Track to face of Platform coping ... 1475mm	Maximum Horizontal distance from Centre of Track to face of Platform coping ... 1455mm
5(b)	Minimum Horizontal distance from Centre of Track to face of Platform coping ... 1465mm	Minimum Horizontal distance from Centre of Track to face of Platform coping ... 1445mm
6(a)	Maximum height above rail level for passenger platform ... 1035mm	Maximum height above rail level for passenger platform ... 1065mm
6(b)	Minimum height above rail level for passenger platform ... 1025mm	Minimum height above rail level for passenger platform ... 1075mm

A copy of SoD of BG network of Kolkata Metro 1994 is enclosed.

This has approval of General Manager, Metro Railway.

DA: As stated above.

Digitally signed by VIJAY KUMAR SRIVASTAVA
Date: 2023.07.05 18:46:51 +05'30'

(V.K.Srivastava)
Principal Chief Engineer
Metro Railway

Copy for information to:-

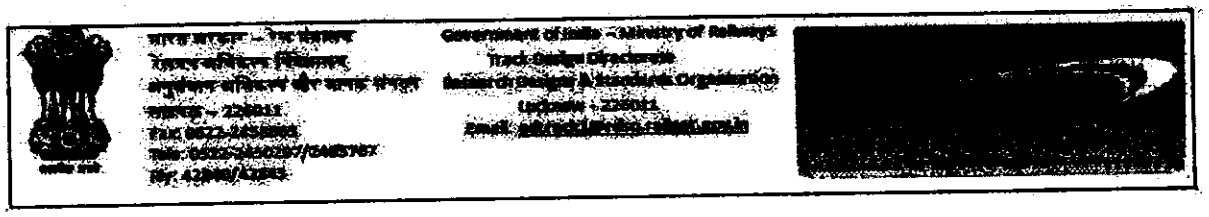
1. **Director General/RDSO,** Lucknow *(dg@rdso.railnet.gov.in)*
2. **PED/Gati Shakti/Railway Board,** New Delhi *(pedgs.akk.in@gmail.com)*
3. **ED/UT/RDSO,** Lucknow *(edco.uths@rdso.railnet.gov.in)*
4. **PCSO, PCOM, PCEE, PCME** - Metro Railway
5. **Chief Engineer/O&M, Chief Engineer/Con** - Metro Railway
6. **Executive Director / Metro,** Rail Vikas Nigam Limited, 24, Deshpran Shasmal Road, (Beside Tollygunge Railway Station), Kolkata-700 033 *(edmetrokolkata@gmail.com)*

Annexure-A

Coach body to PF Coping face Gap & Coach floor to Coping top level diff.

(based on approved SoDs)

S. No.	METRO	Clearances (in mm)				Remarks
		X		Y		
		Max	Min	Max	Min	
1	MRK SG	85	75	55	25	DC
3	PUNE	75	70	55	45	
4	MMRCL	70	60	45	35	
5	MMRDA	70	60	45	35	
6	MPM	75	66	55	45	
7	CMRL	65	60	55	45	
8	DMRC	65	60	60	50	
9	NAGPUR	75	70	45	35	
10	NOIDA	75	70	55	45	
11	GURGAON	92	87	55	45	DC
12	KOCHI	85	80	45	35	DC
13	KANPUR	75	70	45	35	DC
15	HMRL	75	70	45	35	
16	MMOPL	85	75	60	40	
17	NAVI MUMBAI	75	70	55	45	
18	LMRCL	65	60	45	35	
19	BMRCL	70	60	45	35	DC



No. CT/MT/SOD
As signed

Date:12.03.2025

Executive Director /CE (G)
Railway Board,
Rail Bhawan,
New Delhi- 110 001.

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata (BG).

Ref: (i) Carriage Dte. letter no. MC/ Kolkata Metro/3-ph Medha Electrics dated 18.02.2025
(ii) ICF letter no. MD/DPD/ Metro/3-Ph-IGBT/158-I dated 18.02.2025
(iii) Railway Board letter no. 2023/Proj./Metro Railway SOD /30/40 dated 17.07.2023
(iv) Railway Board letter no. 2023/CEDO/MRK- SOD/O /3435971 dated 13.07.2023
(v) Metro Railway's Kolkata's letter no. MRTS/W-10/Draft SOD dated 06.07.2023
(vi) Metro Railway's Kolkata's letter no. MRTS/W-90/49A/Pt.XI dated 29.06.2023

1. Railway Board vide letter referred at (iii) above, has forwarded the Metro Railway Kolkata letter referred at (v) above, to examine subjected issue by RDSO for modification /amendment in Para 5(a), 5(b), 6(a) & 6(b) of the Schedule of Dimension for 1676mm gauge, Rectangular BOX Tunnel, Circular Surface & Elevated Structure of Metro Railway Kolkata regarding provision of horizontal distance of Platform coping and Platform height from rail level.

2. Metro Railway Kolkata vide reference (v) above, has stated that there is excessive gap and excessive height difference in PF and Coach floor level that exist only in BG lines of Metro Railway Kolkata. **This issue was personally pointed by Hon'ble MR when he inspected Joka-Taratala (BG) metro section.** Metro Railway Kolkata has proposed these dimension on the basis of similar provision that exist in other Metro system such as DMRC, MMOPL, NAVI MUMBAI, BMRCL, LMRCL, etc.

3. ICF Chennai (on request of Metro Railway Kolkata) vide letter at ref. (ii) above, has submitted kinematic envelope sketch drawing no. ICF/SK3-9-0-441 of Kinematic envelop

for 3- Phase Kolkata Metro Coaches alongwith notes mentioned therein. The kinematic envelope has been examined by RDSO.

Draft Addendum & Corrigendum Slip to Schedule of Dimension of Metro Railway Kolkata. Railway Board with proposed modification has been examined and submitted, herewith for kind consideration of Railway Board.

Enclosure: As above

AKHILESH KUMAR SINGH
Digitally signed by AKHILESH KUMAR SINGH
Date: 2025.03.12 15:57:06 +05'30'

Akhilesh Kumar Singh
Executive Director/ Track-I

Copy to: **Executive Director / Carriage, RDSO**- for information.

Annexure-I

Addendum and Corrigendum (ACS) Slip to schedule of Dimension of Metro Railway, Kolkata:

Para 5 and Para 6 of Chapter-I General shall be read as under:

Platform:

5. (a) Maximum horizontal distance from centre of track to face of passenger platform coping	1465mm
(b) Minimum horizontal distance from centre of track to face of passenger plat form coping	1455mm

Note: See appendix-II of Kolkata Metro SOD for extra clearance at platform on curves.

6. (a) Maximum height above rail level for passenger platform	1075mm
(b) Minimum height above rail level for passenger platform	1065mm

Note: The height of platform serving super elevated track should be in relation to the plane passing through the top of both rail.

Annexure-II

Existing and Proposed Stipulation in Juxtaposition:

Item of SOD, Kolkata Metro	Existing Provision	Proposed Provision	Remark
Note under Para 5(a) under Chapter-I General	**Platform** Maximum horizontal distance from centre of track to face of passenger platform coping.....1475mm	**Platform** Maximum horizontal distance from centre of track to face of passenger platform coping.....1465mm	It is observed from Kinematic Envelope for 3-Phase Kolkata Metro coaches as provided by ICF vide letter no. MD/DPD/Metro/3-Ph-IGBT/158-I dated 18.12.2025 that there is an available clearance of 12.34mm between the Kinematic Envelope of rolling stock and platform coping at 1465mm from track centre with platform height 1065mm from rail level.
Note under Para 5(b) under Chapter-I General	Minimum horizontal distance from centre of track to face of passenger platform coping.....1465mm	Minimum horizontal distance from centre of track to face of passenger platform coping.....1455mm	It is observed from Kinematic Envelope for 3-Phase Kolkata Metro coaches as provided by ICF vide letter no. MD/DPD/Metro/3-Ph-IGBT/158-I dated 24.12.2024 that there is an available clearance of 1.91mm between the Kinematic Envelope of rolling stock and platform

			coping at 1455mm from track centre with platform height 1075mm from rail level.
Note under Para 6(a) under Chapter-I General	Maximum height above rail level for passenger platform 1035mm	Maximum height above rail level for passenger platform 1075mm	Maximum coach floor height from is 1160mm from rail level.
Note under Para 6(b) under Chapter-I General	Minimum height above rail level for passenger platform 1025mm	Minimum height above rail level for passenger platform 1065mm	Maximum coach floor height from is 1160mm from rail level.

2022/CEDO/SD/RS/06

11/07/18/2022/CEDO SECTION

METRO RAILWAY

SCHEDULE OF DIMENSIONS - 1676 mm GAUGE RECTANGULAR BOXTUNNEL, CIRCULAR TUNNEL SURFACE & ELEVATED STRUCTURE

Approved by Rly. Board under
Ref. 83/MTP/C/22 Dt. 30.11.94
1994

DEN/SDL

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

No. 2025/CEDO/SR/09/CRG 72L/IR/ 50→65kmph **New Delhi, Dated 24.03.2025**

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

The General Manager,
All Indian Railways

Sub : Sanction for **increase** of maximum speed of Rail Grinding Machine Model "RGI 72" (Transportation Code- CRG 72L) supplied by M/s LORAM, USA upto maximum speed of **65kmph** when running on its own power as well as in train formation as a dead vehicle from existing maximum sanctioned speed of 50 kmph when running on its own power and 65 kmph when running in train formation as a dead vehicle over **Indian Railway,** by Zonal Railways

Ref : (i) CCRS office letter no. Q.12011/15/2010-T.W, dated 11.02.2025
(ii) RDSO's letter no. TM/HM/11/23/RGM, dated 02.01.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/23/RGM, dated 11.09.2024 and its Amendment no.1 dated 31.12.2024
(iv) Board's letter no. 2010/CEDO/SR/28, dated 22.12.2010

With reference to RDSO above application dated 02.01.2025 {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for **increase** of maximum speed of Rail Grinding Machine Model "RGI 72" (Transportation Code- CRG 72L) supplied by M/s LORAM, USA upto maximum speed of **65kmph** when running on its own power as well as in train formation as a dead vehicle from existing maximum sanctioned speed of 50 kmph when running on its own power and 65 kmph when running in train formation as a dead vehicle over **Indian Railway,** by Zonal Railways with the following stipulations :

i. Observance of all stipulations/conditions mentioned in Railway Board's previous sanction of subject rolling stock vide their letter no. 2010/CEDO/SR/28, dated 22.12.2010 on the basis of RDSO's previous speed certificate.

ii. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TM/HM/11/23/RGM, dated 11.09.2024 and its Amendment no.1 dated 31.12.2024 for operation up to a maximum speed of **65 kmph** when running on its own power as well as when running in train formation, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager, as the case may be, 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 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

24/03/25

~~E-3459182~~
E-3489497

iii. In addition to above, following stipulation shall also be complied:

(a) Remarks of the IR against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
(b) It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.
(c) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
(d) All the requisite items to be used in case of accident or other emergency like detonators, Scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
(e) 25 kVA, 'Danger Sign Board" made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.
(f) Availability of at least two fire extinguishers of adequate capacity should be ensured in the driver's cab.

24/03/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2025/CEDO/SR/09/CRG 72L/IR/ 50→**65kmph** **New Delhi, Dated 24.03.2025**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/15/2010-T.W, dated 11.02.2025
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. Principal Executive Director Track (M & Mc), Railway Board

24/03/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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5.3.25 ADE(CIVIL)

E-3420367

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

No.2022/CEDO/SD/IRSOD-2022/O/ACS_c

New Delhi, Dated 24.03.2025

Addressed to:
(As per list mentioned below)

Sub: Addendum and Corrigendum Slip to Indian Railways Schedule of Dimension (BG), Revised- 2022, related to provision of **Power of Condonation for Maximum (Steepest) Gradient in Station Yards-** ***Para 2 of Chapter-II of Schedule-I***

The Ministry of Railways (Railway Board) have decided that the **Power of Condonation for Maximum (Steepest) Gradient in Station Yards-** ***Para 2 of Chapter-II of Schedule-I*** of Indian Railways Schedule of Dimensions 1676 mm Gauge (BG) Revised, 2022 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 05.

Enclosure: ACS No. 05(Annexure-I)

24/03/25

(किशन रावत)
निदेशक सिविल इंजीनियरिंग (जी)/ रेलवे बोर्ड
[Rly No. 030-44803, MTNL No.-011-23383379]
e-mail address :dceg@rb.railnet.gov.in

List of Distribution: (No.2022/CEDO/SD/IRSOD-2022/O/ACS_c, dated 24.03.2025)

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, Laila Guda, Secunderabad
10. Director, IRIMEE, Jamalpur - 811214 (Bihar)
11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

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. Adv./MR, EDPG/MR, OSD/MR, OSD(C-ord)/MR
3. Chief Vigilance Officers, All Indian Railways.
4. DG(RHS), DG(RPF), AM(CE), AM(Works), AM(B), AM(Elec.), AM(RS), AM(ME), AM/Tele, AM/C&IS, AM/Sig., AM(Plg.), AM/L&A, PED(Vigilance), PEDCE(P), PED(Infra),EDCE(G), ED(Works), EDW(Plg.), ED/Project(Mon.), ED(PSU), EDME, ED(Safety), ED (Sig. Dev.), Tele), EDRS(G), EDRE, EDEE(G), EDFE, EDE(N), ED(Accounts), ED/T&MPP, EDME(Chg.), EDME(Frt.), ED/Plg., JS(conf), JS(P), JS(G), JS(D), Vigilance-III, Vig(Conf) of Railway Board.

24/03/25

Issued through e mail

25.3.25 ADEC(W12)

Annexure-I

Addendum and Corrigendum Slip (ACS) No. 05
to
Schedule-I Indian Railways Schedule of Dimension (BG), Revised - 2022

Para 2 of Chapter-II of Schedule-I of IRSOD (BG) Revised- 2022 shall be read as under:

Maximum (Steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions **for all sub-paras except part of Note (d) (i) for Existing Yard : Steeper than 1 in 400 (0.25%) and up to 1 in 100 (1.0%)** which will be in accordance with **special instructions as issued vide ACS No. 02.**

24/03/25

3486514

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

No. **2025/CEDO/SR/01 (1)/12-16 Coach-VM-130 kmph** New Delhi, dated 19.03.2025

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

Sub: Future Improvement of 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC)

Ref: (i) Railway Board's letter no. **2025/CEDO/SR/01/12-16 Coach-VM-130 kmph,** dated 19.03.2025

(ii) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 16.01.2025
(iii) RDSO's letter no. TS/SC/Trial, dated 19.11.24 & dated 22.01.25
(iv) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 22.07.24 and its amendment no. 1 dated 19.11.2024

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 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 vide RB'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 above rolling stock:**

i. During trial, door obstruction test was conducted and it was observed that obstruction of 30 mm was detected. System should be recalibrated for detection of 10 mm obstruction at top, middle & bottom of the door with "anti drag feature" in door mechanism for all future designs of VB metro coaches.
ii. Due to provision of inside footstep, there is gap between coach floor and closed condition of door. This may lead to entrapment of passenger foot and cause injury during door

operation while boarding/deboarding. Floor without any inside steps may be explored for future design.

iii. The design of Vande Metro coaches should have crashworthiness features and shall conform to EN 15227.

iv. The cock provided for isolating the bogie are located in the under frame. As it may be difficult for the motorman to isolate the bogie especially during night. Therefore, provision shall be made for isolating the bogie from respective coach itself as provided in other metro coaches.

v. Standard Nut-Bolt and washer to relevant IS specifications shall be provided in all under slung component.

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

19/03/25

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

No. **2025/CEDO/SR/01 (1)/12-16 Coach-VM-130 kmph** New Delhi, dated 19.03.2025

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/06/2024-25-T.W, dated 16.01.2025
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/Chg, Railway Board

19/03/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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348651/

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

No. **2025/CEDO/SR/01/12-16 Coach-VM-130 kmph** New Delhi, dated 19.03.2025

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

The General Manager,
All Indian Railways

Sub : Introduction of 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

Ref : (i) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 16.01.2025
(ii) RDSO's letter no. TS/SC/Trial, dated 19.11.24 & dated 22.01.25
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 22.07.2024 and its amendment no. 1 dated 19.11.2024

With reference to RDSO above application dated 19.11.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020 with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 22.07.2024 and its amendment no. 1 dated 19.11.2024 for operation up to a maximum speed of 130 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager for introduction of 12/16 car Vande Metro rake 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 01.05.2023, 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. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/E-G/EIG/RS/2024 dated 22.07.2024 for 12/16 car Vande Metro rake.

iv. As per Para 6.1.2 of Revised Policy circular-6 dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).

v. The conditions under which rake shall be withdrawn from service such as defective door, deflated spring, communication failure etc shall be laid down by Railway and all concerned staff shall be trained for the same.

vi. It shall be ensured that driver cab locked from inside during run to prevent the entry of any unauthorized person.

vii. Training must be imparted to crew on following aspects:
- In case of emergency, to uncouple the semi-permanent Schaku coupler within 15 min, necessary tools required for this operation must be made a part of driver/guard tool kit.
- Action to be taken in case of Passenger Alarm chain puling as per extant norms keeping in view the emergencies like fire etc. in which immediate action is required for passenger safety.

viii. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.

ix. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.

x. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.

xi. Suitable setting of temperature inside coaches shall be maintained to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.

xii. At least one technician shall be deputed in the train for first 15 days after its introduction.

xiii. Regular announcements shall be made through PA system informing all persons other than passengers to disembark from the train before its departure. Also, pre-recorded Passenger safety announcement in three languages (Regional, Hindi & English) should be made during run to sensitize passengers about personal safety norms to be observed during travel.

xiv. Provision should be made for Divyangjan' and Senior Citizens as per prescribed norms. Trilingual (Local language, Hindi, English) stickers indicating the same should be pasted at appropriate locations.

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

xvi. Railway shall deploy qualified and dedicated staff for the maintenance of Vande Metro Trainset. Adequate quantity of spares/ & consumable required for its maintenance shall also be ensured

xvii. Detailed Maintenance Manual having coloured photograph should be made available to maintenance staff

(किशन रावत) 01/03/25
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. **2025/CEDO/SR/01/12-16 Coach-VM-130 kmph** New Delhi, dated 19.03.2025

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.12011/06/2024-25-T.W, dated 16.01.2025
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/Chg, Railway Board

19/3/25
(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail
20/3/25 ADE(CIVIL)

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

3487515

No. 2025/CEDO/SD/01/ECoR- KARAKAVALASA **New Delhi, dated 19.03.2025**

The General Manager
East Coast Railway,
Bhubaneswar.

Sub : **KARAKAVALASA Station Yard** – Sanction for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade (i) 1 in 64.3 between Ch: 579.35m and Ch: 727.65m (UP & DN line) for existing slip siding on KTV end for a length of 130.3m (ii) 1 in 60 between Ch: 485m and Ch: 2363m (DN line) for a length of 1878m and 1 in 63 between Ch: 2363m and Ch: 3152m (DN line) for a length of 789m for proposed catch siding on KRDL end in **KARAKAVAKASA Station Yard** at KM. 84.123(F/KTV) which is steeper than 1 in 100 in connection with proposed doubling between Kottavalasa-Koraput on Kottavalsa-Kirandul line in Waltair Division of East Coast Railway.

Ref: (i) CCRS office letter no. Q.11010/01/2024-TW/285, dated 24.01.2025

(ii) ECoR letter no. W-1/PLG/CRS/Cond/KVLS Yard/8585, dated 18.12.2024

With reference to ECoR's above applications dated 18.12.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated condonation of infringements (as per detailed in Form XVII) for Grade Condonation as per Note d(i) of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of grade (i) 1 in 64.3 between Ch: 579.35m and Ch: 727.65m (UP & DN line) for existing slip siding on KTV end for a length of 130.3m (ii) 1 in 60 between Ch: 485m and Ch: 2363m (DN line) for a length of 1878m and 1 in 63 between Ch: 2363m and Ch: 3152m (DN line) for a length of 789m for proposed catch siding on KRDL end in **KARAKAVAKASA Station Yard** at KM. 84.123(F/KTV) which is steeper than 1 in 100 in connection with proposed doubling between Kottavalasa-Koraput on Kottavalsa-Kirandul line in Waltair Division of East Coast Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under :

i. Provision of Slip siding shall meet safety requirements of all lines at station. The track profile in yard/approaches as well as location & adequacy of lengths of Slip siding shall be approved by CTE of zonal railway in consultation with PCSO.
ii. Procedure for reception and dispatch as per G & SR of Zonal Railway at stations having grade steeper than 1 in 100 will be followed.
iii. As far as possible, stabling of vehicles/load/train should be avoided particularly on running lines. If necessary, it may be done as per the provision of G & SR 5.23.
iv. Locomotive attachment/detachment or reversal must be avoided at this station. Locomotives attachment/detachment if unavoidable, shall be done after securing vehicles as per G& SR 5.20. Sufficient number of brakes are put on, sprags are used, where necessary, slip siding points or traps, where provided, are set to ensure safety and that all precautions are taken to prevent vehicles out of control.

v. Following actions shall be taken by LP before leaving in case of load/train is stabled on line having isolation with locomotive attached or light engine(s) is/are shut down or stabled.
   a. Application of both SA-9 and A-9 brakes.
   b. Application of Hand brakes and parking brakes.
   c. Securing the Loco with wooden wedges provided on loco.

vi. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.

vii. In terms of GR 5.23, the SM shall personally ensure that vehicles standing at the station are properly secured in accordance with special instructions to prevent vehicles from rolling down.

viii. Minimum brake power as per guideline on Brake Power for freight operation issued by ECOR should be ensured. Load table for section should care about right powering of goods train to haul the load without wheel-slipping, if the train stops at the Home Signal and to ensure adequate brake powering of loco (Single/MU) under all weather conditions to prevent roll down in case of air leakage/pressure loss.

ix. No shunting shall be allowed at both ends unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.

x. Shunting shall be supervised by person as specified in para 5.13 & 5.14 & 5.20 of GR and relevant SR.

xi. Hand, loose and fly shunting is strictly prohibited.

xii. Train should not be drawn up to the last stop signal and held on the steep gradient.

xiii. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line.

xiv. An audio-visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.

xv. Location of natural section should be as per relevant provision of ACTM for steeper gradient.

xvi. The yard gradients including infringing yard gradients and special instructions shall be prominently displayed in yard diagram available in SM's room/Panel.

xvii. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.

xviii. All the special instructions and Stipulations of condonation of SOD infringement shall be mentioned in **KARAKAVALASA** station yard ESP, SIP SWR and SWRD.

xix. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient.

19/3/25

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

No. 2025/CEDO/SD/01/ECoR- KARAKAVALASA **New Delhi, dated 19.03.2025**

Copy forwarded for information to the Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, Sate Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.11010/01/2024-TW/285, dated 24.01.2025

19/3/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
20/3/25 ADE(CIVIL)

E-3487871

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

No. **2025/CEDO/SR/03/KLK-SML-Vistadome** New Delhi, dated 18.03.2025

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

The General Manager,
Northern Railway,
Baroda House,
New Delhi

Sub : Introduction of NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC) up to a maximum speed of **25 kmph** on Kalka- Shimla (KLK- SML) NG section of Ambala Division of Northern Railway on Track Maintained as IRPWM, Third Reprint, July- 2019 for use by Kalka- Shimla Railway.

Ref : (i) CCRS office letter no. Q.12011/12/2024-25-T.W, dated 01.02.2025
(ii) RDSO's letter no. SV.NG. Bogie, dated 05.11.2025
(iii) RDSO's Final Speed Certificate (FSC) no. SV.NG. Bogie/Vistadome Coaches, dated 05.11.2024

With reference to RDSO above application dated 05.11.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC) up to a maximum speed of **25 kmph** on Kalka- Shimla (KLK- SML) NG section of Ambala Division of Northern Railway on Track Maintained as IRPWM, Third Reprint, July- 2019 for use by Kalka-Shimla Railway with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.NG. Bogie/Vistadome Coaches, dated 05.11.2024 for operation up to a maximum speed of 25 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager for introduction of NG Vistadome coaches fitted with modified bogies & air brake system on the NG section of Ambala Division of Northern Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, 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. As per para 6.1.2 of Revised Policy Circular-6 Dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General Rules 1976 Rule 4.08 1(a).

iv. Observed deficiencies as mentioned in Para 3 of CCRS Inspection Report dated 01.02.2025 have been confirmed by RDSO. Same shall be ensured for compliance as per RDSO letter no. SV.NG. Bogie dated 29.01.2025

v. Right powering of proposed train composition (No of coaches to be hauled) shall be deployed ensuring adequacy of power requirement along with requisite brake power fulfilling the necessary braking requirements in KLK-SML Ghat section.

vi. Train length /no. of coaches shall be conforming to available loop length of all the stations falling in between KLK-SML section.

vii. Necessary modification for provision of adequate capacity compressors in locomotive fleet proposed to be deployed for operation of these NG vistadome coaches over KLK-SML Section shall be ensured.

viii. Fixed (Rigid) type of water bottle holder shall be replaced with flexible/net type of water bottle holder for providing more leg space to passengers.

ix. Recommended setting of Brake cylinder pressure in locomotive (proposed to deployed) and coaches shall be ensured for efficient and trouble-free train control and braking operation.

x. Necessary operating instruction shall be included in the SR of respective Zonal Railway for application of hand brakes during stabling / parking of train for preventing rollback.

xi. Considering a new type of train operation having air brakes stocks, appropriate training and learning of crew/ staff shall be ensured for safe train operation.

xii. Availability of adequate spares for vital and critical mechanical & electrical items shall be ensured. Necessary maintenance of identified vital and critical items shall be ensured through OEM assisted AMC/AMOC wherever necessary for trouble free train operation.

xiii. Regular monitoring of suspension elements of power car (ZLRM) bogie for adequacy of necessary clearance/ gap shall be ensured.

xiv. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.

18/3/25

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

No. **2025/CEDO/SR/03/KLK-SML-Vistadome** New Delhi, dated 18.03.2025

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.12011/12/2024-25-T.W, dated 01.02.2025
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/Chg, Railway Board

18/3/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through e mail
18/3/25 ADE(CIVIL)

E-3487871

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

No. **2025/CEDO/SR/03(1)/KLK-SML-Vistadome** New Delhi, dated 18.03.2025

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

Sub: Future Improvement of NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC)

Ref: (i) Railway Board's letter no. **2025/CEDO/SR/03/KLK-SML-Vistadom,** dated 18.03.2025

(ii) CCRS office letter no. Q.12011/12/2024-25-T.W, dated 01.02.2025
(iii) RDSO's letter no. SV.NG. Bogie, dated 05.11.2025
(iv) RDSO's Final Speed Certificate (FSC) no. SV.NG.Bogie/Vistadome Coaches, dated 05.11.2024

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 NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC) up to a maximum speed of **25 kmph** on Kalka- Shimla (KLK- SML) NG section of Ambala Division of Northern Railway on Track Maintained as IRPWM, Third Reprint, July- 2019 for use by Kalka-Shimla Railway vide RB'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 above rolling stock:**

i. Retro fitment of roller bearing on existing fleet of NG Vistadome coaches shall be ensured in time bound manner after completion of trials.

ii. To address the issue of less camber in suspension elements of power Car (ZLRM) bogie, alternate suspension arrangement shall be explored for future design for these coaches.

iii. Switchgear components/ fuses on underslung power panel shall be suitably relocated for better accessibility.

iv. Provision of CCTV feed in Guard / train manager's cab shall be explored.

v. As the present design of bogies is old and have been provided with rivets which is difficult to maintain in workshops. In this regard an alternate fabricated bogie design instead of riveted bogie may be explored for future coaches.

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

18/3/25

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

No. **2025/CEDO/SR/03(1)/KLK-SML-Vistadome** New Delhi, dated 18.03.2025

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.12011/12/2024-25-T.W, dated 01.02.2025
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/Chg, Railway Board

18/3/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through gmail
18/3/25 ADE(CIVIL)

E-3489445

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

No. **2025/CEDO/SR/08/BLSS/DSC-22.9t/IR-WDFC/75 kmph** New Delhi, dated 18.03.2025

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 Low Platform Bogie Spine Car Container Wagon type '**BLSS**' (A-Car & B-Car) up to 22.9t axle load (**enhanced load in top stack**) [designed Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-22061-S-02 & S-03 (for A-Car) and WD-22062-S-02 & S-03 (for B-Car) without any container/with containers in double stack in empty/loaded conditions (in all loading combination of double stack configurations) upto a maximum speed of **75 kmph** over **Indian Railway,** by Zonal Railways and over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/07/2022-23-T.W., dated 11.02.2025
(ii) RDSO letter no. MW/ CONTR/BLC25-S, dated 27.12.2024
(iii) RDSO Final Speed Certificate (FSC) no. MW//PWDA/CONTR/ BRAITHWATE (IR/WDFC DSC/22.9T), dated 16.02.2024, along with amendment no. 1 dated 24.12.2024
(iv) Railway Board's letter no.2024/CEDO/SR/15/BLSS-22.9t-IR-DFCCIL dated 14.10.2024

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 Broad Gauge Low Platform Bogie Spine Car Container Wagon type '**BLSS**' (A-Car & B-Car) up to 22.9t axle load (**enhanced load in top stack**) [designed Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-22061-S-02 & S-03 (for A-Car) and WD-22062-S-02 & S-03 (for B-Car) without any container/with containers in double stack in empty/loaded conditions (in all loading combination of double stack configurations) upto a maximum speed of **75 kmph** over **Indian Railway,** by Zonal Railways and over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

i. Observation of all stipulations/conditions mentioned in Railway Board's previous sanction/condonation of subject rolling stock issued vide letter no. 2024/CEDO/SR/ 15/BLSS-22.9t-IR-DFCCIL dated 14.10.2024 & no. 2022-CEDO-SD-RS-17-BLSS-ISO-DS-IR-DFCCIL, dated 20.10.2022 respectively.
ii. Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW//PWDA/CONTR/BRAITHWATE(IR/WDFCDSC/22.9T),dated 16.02.24, along with amendment no. 1 dated 24.12.2024

18/3/25

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

No. **2025/CEDO/SR/08/ BLSS/DSC-22.9t/IR-WDFC/75 kmph** New Delhi, dated 18.03.2025

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No. Q.12011/07/2022-23-T.W., dated 11.02.2025
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

18/03/25

(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

Issued through g mail

18/3/25 ADE(CIVIL)

E-3418970

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

No. 2023/CEDO/SR/08/BLCS/{dwarf(1930 x 2600)-triple stack-25t-65 kmph-WDFC} New Delhi, dated 17.03.2025

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

Sub: Introduction of **dwarf containers** (1930mm high and 2600mm width) **in triple stack** in empty and loaded condition, on **25t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLCS (A-Car & B-Car) to RDSO's No. WD21103-S-03 Alt.3 (A-Car) and WD-21 103-5-04 Alt.3 (B-Car) for operation up to a maximum speed of **65 kmph** over **Western Freight Corridor of DFCCIL routes** of DFCCIL

Ref: (i) RDSO letter no. MW/Container, dated 11.11.2021

(ii) RDSO Provisional Speed Certificate no. MW/Container, dated 11.11.2021 and its Amendment no.1 issued vide MW/Container (TSC/BLCM), dated 31.12.2021

(iii) CCRS letter no. Q.12011/14/2021-22-T.W. (BLCS), dated 17.01.2023

While processing above case for Board's sanction, EDME/Freight, has passed the following remarks as under:

"As per Board's instructions Speed certificates to be issued only at following speeds 100 kmph, 75 kmph and 60 kmph
RDSO may be advised for issuing fresh speed certificate in line with Board's instructions no.2018/ M(N)/172/1(E-3323008), dated 29.11.2024"

RDSO is requested to examine the issues involved *for **issuing fresh speed certificate*** and submit revised proposal as per extant of rules at the earliest.

17/03/25
(किशन रावत)
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 EDME/Fr., Railway Board

Issued through e mail
19/3/25 ADE(CIVIL)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड RAILWAY BOARD

No: 2018/M(N)/172/1 (E-3323008)

Date: 29.11.2024

Director General
RDSO
Lucknow

Sub: Simplification and Unification of Operating Speeds for Different Types of Wagons
Ref: (i) CCRS letter number M.15013/1/2017-18-TW dated 07.11.2024
(ii) Railway Board's Letter Number 2015/M(N)/951/31 dated 21.04.2022

1. CCRS vide his letter under reference (i) has expressed concerns and advised to ensure uniform speed of Rolling Stock in all configuration/condition and common to other similar stocks for operational ease and safety.

2. In addition Railway Board had already advised RDSO vide reference (ii) for upgradation of wagons to 100 kmph. The matter has been deliberated at Railway Board and the following is advised.

3. Henceforth, the speed certificate issued by RDSO (Provisional and Final) for wagon stock should follow only anyone of the following speeds:
   i) 60 kmph
   ii) 75 kmph
   iii) 100 kmph

**It is, however, understood that for some time, due to track limitations, 25t axle load will be permitted to run only at 45 kmph in loaded condition.*

(Amit Kumar Agarwal)
Additional Member (Mechanical Engineering)
Railway Board

Copy to: MTRS – for kind information please

Room No.517-A, Rail Bhavan, Raisina Road, New Delhi-110001

जनक कुमार गर्ग
Janak Kumar Garg

सत्यमेव जयते

मुख्य रेल संरक्षा आयुक्त
रेल संरक्षा आयोग
नागर विमानन मंत्रालय
भारत सरकार
Chief Commissioner of Railway Safety
Commission of Railway Safety
Ministry of Civil Aviation
Government of India

No. M.15013/1/2017-18-TW

Dated: 07.11.2024

सेवा में,
सदस्य कर्षण एवं चल स्टॉक
रेलवे बोर्ड, रेल मंत्रालय
नई दिल्ली

Sub : Uniform operating speed of Rolling Stock.

In the recently received proposals of introduction of new Rolling Stocks, following issues have been observed:

i) In a case of BLCS wagons (container wagons), a fresh proposal having a separate loading condition under double stake configuration over DFC has been proposed for operation at a speed of 75km/h, whereas same BLCS wagon has already permitted for operation under double stake configuration over DFC at speed of 100 km/h in loaded condition. In such condition, it will be very difficult for field staff to ensure specified operational speeds of wagon w.r.t loading condition and may lead to unsafe operation of wagons. Therefore, a uniform speed of the wagon under all loaded combination required to be ensured with common speed certificate.

ii) In another case of BLSS wagon (a variant of container wagon), different speeds in various loading condition at single stack with very minor speed variation like without container (85 km/h), with empty container (80 km/h) and in loaded container (75 km/h) and similar proposals for double stack operation over IR and operation over DFC have been proposed. In such provisions, there is no significant gain in speed of wagons, rather a challenge to field staff for ensuring specified operational speeds w.r.t appropriate loading conditions.

iii) In case of LHB power car (LWLRRMDAC), speed under deflated condition of air spring has been proposed at 50 km/h whereas standard speed of all variants of LHB coaches in deflated condition of air spring is 60 km/h. This will restrict the train movement in deflated condition of air spring. Hence, a uniform speed be maintained for all coaches of the same family/type under all condition before being proposed for introduction.

It is advised to ensure uniform speed of Rolling Stock in all configuration/ condition and common to other similar stocks for operational ease & safety.

Meeting on 18/11 at 17hrs

(जनक कुमार गर्ग)
मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:

महानिदेशक, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

Office : Traffic Accounts Building, 3rd Floor, State Entry Road, New Delhi-110055
Tel: 011-23369778, Mob: 9794842049, E-mail: ccrs-moca@gov.in

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड) RAILWAY BOARD

No. 2015/M(N)/951/31

Dated 21.04.2022

The Executive Director Standards (Wagon)
RDSO
Lucknow

Sub:- Upgradation of wagons for 100 kmph.

RDSO is requested to issue a consolidated list of wagons in which the speed upgradation has to be undertaken alongwith the WMIs issued in this regard. The status of RB sanctions for such wagons may also be indicated.

Vivek
21/04/22

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

****

Room No. 309-C, Rail Bhavan, Raisina Road, New Delhi-110001

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

No. **2024/CEDO/SR/21/BLCS-DSC-25T-75 kmph-WDFC** New Delhi, dated 27.01.2025

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 flat Wagon type **'BLCS'** (A-Car & B-Car) [Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-15011-S-02 (for A-Car) & WD-15012-S-02 (for B-Car) for operation upto 25t axle load with **enhanced load in top stack in double stack configuration(DSC)** upto a maximum speed of (i) **100 kmph** for wagon **without any containers**, (ii) **100 kmph** for wagon with empty and loaded **containers in single stack**, (iii)**75 kmph** for wagon with **double stack containers in empty & loaded condition** under various condition as laid down in para 3.5.3 of RDSO Revised Interim Speed Certificate, subject to other conditions detailed in sub para 3 of the speed certificate over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref : (i) Board's letter no. **2024/CEDO/SR/21/BLCS-DSC-25T-75kmph-WDFC.**, dated 23.01.2025- **stands withdrawn**
(ii) CCRS letter no. Q.12011/02/2020-21-T.W., dated 09.10.2024
(iii) RDSO letter no. MW/ CONTR/BLC25-S, dated 16.08.2024
(iv) RDSO Revised Interim Speed Certificate (R-ISC) no. MW/CONTR/BLC/R-ISC/EDFC/WDFC/25T, dated 08.11.2024

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 Broad Gauge Bogie flat Wagon type **'BLCS'** (A-Car & B-Car) [Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-15011-S-02 (for A-Car) & WD-15012-S-02 (for B-Car) for operation upto 25t axle load with **enhanced load in top stack in double stack configuration(DSC)** upto a maximum speed of (i) **100 kmph** for wagon **without any containers**, (ii) **100 kmph** for wagon with empty and loaded **containers in single stack**, (iii)**75 kmph** for wagon with **double stack containers in empty & loaded condition** under various condition as laid down in para 3.5.3 of RDSO Revised Interim Speed Certificate, subject to other conditions detailed in sub para 3 of the speed certificate over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

i. RDSO shall issue a unified Speed Certificate for operation of subject wagon with 25t axle load up to a max speed of 100km/h in empty and 75 Km/h in all loading combinations of Double stack configuration (DSC) over routes of Western Dedicated Freight Corridor of DFCCIL duly ensuring compliance of all the stipulations of existing sanction, existing speed certificates etc. RDSO shall also explore the possibility of upgradation of wagon design to obtain the max speed up to 100 km/h for all the possible loading combinations of DSC.
ii. Oscillation trials to be conducted over run down DFC track with worm wheel outline & instrumented measuring wheel within a period of two years from Board's sanction of subject rolling stock and final speed certificate shall be issued accordingly.
iii. Coupler Forces and EBD trials to be done as mandated under Para 2 &3 of Appendix 2 of Policy Circular-6 dt. 01.05.2023.
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.

27/01/25

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

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

vii. 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.

viii. 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.

ix. In case of rolling stocks/train (having this wagon in its composition) having EBD of more than 1km and non-provision of second distant signal/4 Aspect automatic signaling in the section, action as per Para 7.8.9 of IRSEM (0ssue July 2021) shall be taken.

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

xi. Separate maintenance regime to be legislated for higher axle load route.

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

xiii. Necessary precautions shall be taken in case of abnormal wind condition.

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

xv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation. Air brake system of wagons with twin-pipe shall also be in working order for operation at 75 kmph and beyond.

xvi. 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.

xvii. List of identified feeder routes of DFC fit for 25t axle load operations (if any) may be furnished to this office before commercial operation of this wagon.

xviii. In field 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.

2. **Board's letter of even no. dated 23.01.2025 stands withdrawn with immediate effect.**

27/01/25

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

No. **2024/CEDO/SR/21/ BLCS-DSC-25T-75 kmph-WDFC** New Delhi, dated 27.01.2025

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.12011/02/2020-21-T.W., dated 09.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

27/01/25

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

E-3477099

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

No. 2024/CEDO/SR/21/ BLCS-DSC-25T-75 kmph-WDFC

New Delhi, dated 23.01.2025

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 flat Wagon type **'BLCS'** (A-Car & B-Car) [Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-15011-S-02 (for A-Car) & WD-15012-S-02 (for B-Car) for operation upto 25t axle load with **enhanced load in top stack in double stack configuration(DSC)** upto a maximum speed of (i) 100 kmph for wagon without any containers, (ii) 100 kmph for wagon with empty and loaded containers in single stack, (iii)100 kmph for wagon with double stack containers in empty condition and (iv) **75 kmph** for wagon with double stack containers in loaded condition under various condition as laid down in para 3.5.3 of RDSO Revised Interim Speed Certificate, subject to other conditions detailed in sub para 3 of the speed certificate over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/02/2020-21-T.W., dated 09.10.2024
(ii) RDSO letter no. MW/ CONTR/BLC25-S, dated 16.08.2024
(iii) RDSO Revised Interim Speed Certificate (R-ISC) no. MW/CONTR/BLC/R-ISC/EDFC/WDFC/25T, dated 08.11.2024

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 Broad Gauge Bogie flat Wagon type **'BLCS'**(A-Car & B-Car) [Max. Axle Load: **25t**] to RDSO's Drg. Nos. WD-15011-S-02 (for A-Car) & WD-15012-S-02 (for B-Car) for operation upto 25t axle load with **enhanced load in top stack in double stack configuration(DSC)** upto a maximum speed of (i) 100 kmph for wagon without any containers, (ii) 100 kmph for wagon with empty and loaded containers in single stack, (iii) 100 kmph for wagon with double stack containers in empty condition and (iv) **75 kmph** for wagon with double stack containers in loaded condition under various condition as laid down in para 3.5.3 of RDSO Revised Interim Speed Certificate over routes of **Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

i. RDSO shall issue a unified Speed Certificate for operation of subject wagon with 25t axle load up to a max speed of 100km/h in empty and 75 Km/h in all loading combinations of Double stack configuration (DSC) over routes of Western Dedicated Freight Corridor of DFCCIL duly ensuring compliance of all the stipulations of existing sanction, existing speed certificates etc. RDSO shall also explore the possibility of upgradation of wagon design to obtain the max speed up to 100 km/h for all the possible loading combinations of DSC.
ii. Oscillation trials to be conducted over run down DFC track with worm wheel outline & instrumented measuring wheel within a period of two years from Board's sanction of subject rolling stock and final speed certificate shall be issued accordingly.

iii. Coupler Forces and EBD trials to be done as mandated under Para 2 &3 of Appendix 2 of Policy Circular-6 dt. 01.05.2023.

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

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

vii. 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.

viii. 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.

ix. In case of rolling stocks/train (having this wagon in its composition) having EBD of more than 1km and non-provision of second distant signal/4 Aspect automatic signaling in the section, action as per Para 7.8.9 of IRSEM (0ssue July 2021) shall be taken.

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

xi. Separate maintenance regime to be legislated for higher axle load route.

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

xiii. Necessary precautions shall be taken in case of abnormal wind condition.

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

xv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation. Air brake system of wagons with twin-pipe shall also be in working order for operation at 75 kmph and beyond.

xvi. 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.

xvii. List of identified feeder routes of DFC fit for 25t axle load operations (if any) may be furnished to this office before commercial operation of this wagon.

xviii. In field 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.

23/01/25

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

No. **2024/CEDO/SR/21/ BLCS-DSC-25T-75 kmph-WDFC** New Delhi, dated 23.01.2025

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.12011/02/2020-21-T.W., dated 09.10.2024
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr.), Railway Board

23/01/25

(किशन रावत)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through q wait
24.01.25 ADE(CIVIL)

E-3420367

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

No.2022/CEDO/SD/IRSOD-2022/ACS_c

New Delhi, dated 22.01.2025

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

Sub: Inadequate provision under ACS No. 02 to IRSOD(BG) Revised-2022

Ref: (i) CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated 17.01.2025

(ii) Railway Board's letter No. 2022/CEDO/SD/IRSOD-2022/ACS_c, dated 27.02.2023

Please find enclosed herewith CRS/SC letter no. Q.11017/1/2014-SR&SWR/987-988 dated 17.01.2025, wherein CRS/SC observed as under :

"The Railway Board have modified the provision under Note (d)(i) of para 2 of Chapter I of Schedule I of IRSOD(BG) Revised-2022 and delegated the authority to General Managers to condone yard infringements steeper than 1 in 400 and upto 1 in 100 in an existing yard vide the Addendum & Corrigendum slip No. 02 under reference.

In this context kind attention is invited to stipulation in the opening paragraph of Para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 which is reproduced hereunder: - "Maximum (steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with ***approved special instructions****.*

Further, requested to define the power of condonation (for steeper gradients) in a new yard being constructed on an existing line & to review the matter mentioned above and issue a suitable directive in this regard".

In view of above, RDSO is requested to examine the issue involved and submit comments/Draft Addendum & Corrigendum to IRSOD for approval of Board, if necessary.

22/01/25

DA: as above

(किशन रावत)
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. Commissioner of Railway Safety, Southern Circle, 2nd Floor, Rail Sanraksha Bhawan, Behind Railway Divisional Office, Bangaluru-560023.
2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow.

Issued through gmail
23.1.25 ADE(CWIL)

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

आयुक्त रेल संरक्षा
दक्षिण परिमंडल
द्वितीय तल, रेल संरक्षा भवन
मण्डल रेल कार्यालय के पीछे
बेंगलूरु - 560 023

COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
2ND FLOOR, RAIL SANRAKSHA BHAWAN
BEHIND RAILWAY DIVISIONAL OFFICE
BENGALURU - 560 023

(नं) No. : Q.11017/1/2014-SR&SWR | 987-988

(दिनांक) Dated : 17.01.2025

To,
The Member (Infra),
Railway Board,
New Delhi

Sub: Inadequate provision under ACS No. 02 to IRSOD(B.G.) Revised-2022
Ref: Railway Board's letter No 2022/CEDO/SD/IRSOD-2022/O/ACS_c dated 27.02.2023

The Railway Board have modified the provision under Note (d)(i) of para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 and delegated the authority to General Managers to condone yard infringements steeper than 1 in 400 and upto 1 in 100 in an existing yard vide the Addendum & Corrigendum slip No. 02 under reference.

2. In this context kind attention is invited to stipulation in the opening paragraph of Para 2 of Chapter II of Schedule I of IRSOD(BG) Revised-2022 which is reproduced hereunder: -

"Maximum (steepest) gradient in station yards, unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions."

2.1 On perusal of various condonations of yard infringement, sanctioned by GM/SWR and GM/SR, it is observed that in all the cases, power of condonation was exercised without complying with the abovementioned stipulations.

2.2 It is understood that similar situation exists in other Zonal Railways also.

2.3 It is evident that the delegation under modification done to the Note(d)(i) of Para 2 vide ACS 02 is not adequate for the intended purpose inasmuch as it does not address the aspect of '*approved special instructions*'; rather it creates an ambiguity.

3. Therefore, it is requested to review the matter mentioned at para 2 above and issue a suitable directive in this regard.

4. It is also requested to define the power of condonation (for steeper gradients) in a new yard being constructed on an existing line.

17.01.25
(A.M. Chowdhary)
Commissioner of Railway Safety,
Southern Circle, Bengaluru

Cc: CCRS for kind information

Scanned with OKEN Scanner

~~E-3A8651A~~

E-3A8651A

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

No. 2025/CEDO/SR/01/12-16 Coach-VM-130 kmph **New Delhi, Dated 21.01.2025**

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

Sub : Introduction of 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020.

Ref : (i) CCRS office letter no. Q.12011/06/2024-25-T.W, dated 16.01.2025
(ii) RDSO's letter no. TS/SC/Trial, dated 19.11.2024
(iii) RDSO's Final Speed Certificate (FSC) no. TS/SC/Trial, dated 27.07.24 and its amendment no. 1 dated 19.11.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of 12/16 Coach formation Vande Metro Coaches, as per RCF layout Drawing Nos. TS/VM/DTC-9-0-001 alt-f for Driving Trailer Coach (VMDTC), TS/VM/MC-9-0-001 alt-f for Motor Coach (VMMC), TS/VM/MC2-9-0-001 alt-f for Motor Coach (VMMC2), TS/VM/MC3-9-0-001 alt-f for Motor Coach (VMMC3), TS/VM/TC-9-0-001 alt-f for Trailer Coach (VMTC) & TS/VM/NDYC-9-0-001 alt-f for Non Driving Trailer Coach (VMNDTC) up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, on track maintained as Para No. 522 of IRPWM, June-2020, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

i. During trials, door locking safety features was checked to confirm, in case any of door is open train shall not start, the system was found to be bypassed due to certain issues in some of the service doors. Proper functioning of all the doors and its locking safety features should be ensured without bypassing any safety provisions during operation.
ii. To prevent the foul smell in the toilet area (toilet being provided in AC area), doors have been provided with a self-closing system which seems to be inadequate as some of the doors are not closing properly on its own. Provision of suitable odour control system may also be explored with proper failsafe door closing mechanism for effective odour control in passenger area.
iii. It was informed that SIL-2 certification for FDS System is in advance stage of completion. The same shall be submitted to the Commission at the earliest.
iv. Door FRP top covers and FRP panels provided at different locations in passenger and gangway areas are found to be fitted improperly. Proper doors with sturdy mounting and locking arrangement needs to be ensured to prevent accidental opening of these panels during run. Further, sharp edges of seats shall be rounded off.

v. Instructions provided for operation of ETBU mentions that it should not be pressed repeatedly otherwise call will be disconnected which is not correct. Same requires corrections as was done in case of previous rake of VB metro coaches manufactured by ICF.

vi. Signage/sticker provided for indicating location for divyangjan passenger is not visible once door is open. The same required to be relocated at suitable visible location.

vii. Clearance of cattle guard from rail level found to be in excess. Same needs to be examined and aligned with other similar stocks.

viii. Top mounted wipers on front wind screen of the driver's cab which is inaccessible during repair/ maintenance. Bottom mounted wipers may be provided in line with other version of VB rakes.

ix. During trial run was observed that AC air flow/ cooling below the pantograph area in TC coaches is found to be inadequate. The same needs to be attended.

x. It is observed that RMPU control panel has been provided at roof instead of main ECC panel as provided in other VB variants. This may cause inconvenience while operation and maintenance of RMPU. Relocation of RMPU controlling panel in main ECC panel shall be explored.

xi. Height of the ceiling mounted hand grab rail hangers in TC coaches are found to be at lower height and may cause hindrance to passenger movement. This needs to be corrected.

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

21/01/25

DA: as above

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

Issued through g mail
21/1/25 ADE(CWL)

मुख्य रेल संरक्षा आयुक्त कार्यालय,
तीसरी मंजिल, ट्रैफिक अकाउंट बिल्डिंग,
स्टेट एंट्री रोड, नई दिल्ली-110055.

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

O/o Chief Commissioner of Railway Safety,
3rd Floor, Traffic Account Building,
State Entry Road, New Delhi-110055.

संख्या–Q.12011/06/2024–25–त.वि. दिनांक–16.01.2025

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

[ध्यानार्थ:EDCE(G)]

विषय: **Introduction of 12/16-coach formation of Vande Metro Coaches, up to a maximum speed of 130 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.**

संदर्भ: (i) Director General/RDSO's letter no. TS/SC/Trial, dt. 20.11.2024.
(ii) RDSO's Final Speed Certificate No. TS/SC/Trial, dt. 22.07.2024 and its Amendment no. 1 dt. 19.11.2024.
(iii) This office's letter of even no. dt. 05.12.2024.
(iv) RDSO's letter no. TS/SC/Trial, dt. 24.12.2024.
(v) This office's letter of even no. dt. 27.12.2024.

Vide Ref. (i), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of 130 kmph over Indian Railways on the basis of RDSO's Final Speed Certificate (FSC) mentioned under Ref. (ii). Vide Ref. (iii), certain clarifications were sought from RDSO. RDSO, vide Ref. (iv), has submitted the compliance. Vide Ref (v) [copy enclosed], RDSO was advised to make the rake of Vande Metro Coaches available at Ahmedabad.

Running trials and statutory inspection of the subject rolling stock was carried out by CCRS at Ahmedabad on 13.01.2025. Inspection report of the rolling stock is enclosed as ***Annexure-1.***

Based on the examination of documents 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 12/16-coach formation of Vande Metro Coaches, up to a maximum speed of* ***130 [ONE HUNDRED THIRTY] 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 subject to compliance of conditions mentioned in* ***Annexure-2.***

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of 12/16-coach formation of Vande Metro Coaches are enclosed as ***Annexure-3.*** *The compliance of the same should also be submitted to the Commission.*

Further, Measures for future improvement of 12/16-coach formation of Vande Metro Coaches fitted with 3-phase IGBT based propulsion system are also attached as ***Annexure-4.***

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

संलग्नक: यथोक्त

16.01.2025
(ओ० पी० यादव)
विशेष कार्याधिकारी (यांत्रिक)
कृते मुख्य रेल संरक्षा आयुक्त

प्रतिलिपि:
महानिदेषक
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

[of CCRS Office's Letter No. Q112011/06/2024-26-ट.टि., dt. 15.01.2025]

Introduction of 12/16-coach formation of Vande Metro Coaches, up to a maximum speed of 130 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

1. Observance of all conditions laid down in RDSO's Final Speed Certificate No. TS/SC/Trial, dt. 22.07.2024 and its Amendment no. 1 dt. 19.11.2024. 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. 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. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/E-G/EIG/RS/2024 dated 22.07.2024 for 12/16 car Vande Metro rake.
4. As per Para 6.1.2 of Revised Policy circular-6 dated 31.10.2018, trains shall be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
5. The conditions under which rake shall be withdrawn from service such as defective door, deflated spring, communication failure etc shall be laid down by Railway and all concerned staff shall be trained for the same.
6. Proposed Vande Metro train shall only be operated over sections of IR with high level platforms.
7. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
8. Training must be imparted to crew on following aspects:
   - In case of emergency, to uncouple the semi-permanent Schaku coupler within 15 min, necessary tools required for this operation must be made a part of driver/guard tool kit.
   - Action to be taken in case of Passenger Alarm chain pulling as per extant norms keeping in view the emergencies like fire etc. in which immediate action is required for passenger safety.
9. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.
10. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.
11. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.
12. Suitable setting of temperature inside coaches shall be maintained to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
13. At least one technician shall be deputed in the train for first 15 days after its introduction.
14. Regular announcements shall be made through PA system informing all persons other than passengers to disembark from the train before its departure. Also, pre-recorded Passenger safety announcement in three languages (Regional, Hindi & English) should be made during run to sensitize passengers about personal safety norms to be observed during travel.
15. Provision should be made for 'Divyangjan' and Senior Citizens as per prescribed norms. Trilingual (Local language, Hindi, English) stickers indicating the same should be pasted at appropriate locations.
16. Earthing in the coach body & all the panels shall always be properly maintained.
17. Railway shall deploy qualified and dedicated staff for the maintenance of Vande Metro Trainset. Adequate quantity of spares/ & consumable required for its maintenance shall also be ensured
18. Detailed Maintenance Manual having coloured photograph should be made available to maintenance staff

***

[of CCRS Office's Letter No. Q.112011/08/2024-25-मा.नि., dt. 15.01.2025]

Statutory inspection of 12/16 car Vande Metro rake was carried out by CCRS on 13.01.2025 at Ahmedabad. Para 4 of CCRS Inspection Report which suggests the measures for further improvement of the Trainset is reproduced below for taking necessary action for their implementation:

1. During trials, door locking safety features was checked to confirm, in case any of door is open train shall not start. The system was found to be bypassed due to certain issues in some of the service doors. Proper functioning of all the doors and its locking safety features should be ensured without bypassing any safety provisions during operation.
2. To prevent the foul smell in the toilet area (toilet being provided in AC area), doors have been provided with a self-closing system which seems to be inadequate as some of the doors are not closing properly on its own. Provision of suitable odour control system may also be explored with proper failsafe door closing mechanism for effective odour control in passenger area.
3. It was informed that SIL-2 certification for FDS System is in advance stage of completion. The same shall be submitted to the Commission at the earliest.
4. Door FRP top covers and FRP panels provided at different locations in passenger and gangway areas are found to be fitted improperly. Proper doors with sturdy mounting and locking arrangement needs to be ensured to prevent accidental opening of these panels during run. Further, sharp edges of seats shall be rounded off.
5. Instructions provided for operation of ETBU mentions that it should not be pressed repeatedly otherwise call will be disconnected which is not correct. Same required corrections as was done in case of previous rake of VB metro coaches manufactured by ICF.
6. Signage/sticker provided for indicating location for divyangjan passenger is not visible once door is open. The same required to be relocated at suitable visible location.
7. Clearance of cattle guard from rail level found to be in excess. Same needs to be examined and aligned with other similar stocks.
8. Top mounted wipers on front wind screen of the driver's cab which is inaccessible during repair/ maintenance. Bottom mounted wipers may be provided in line with other version of VB rakes.
9. During trial run it was observed that AC air flow/ cooling below the pantograph area in TC coaches is found to be inadequate. The same needs to be attended.
10. It is observed that RMPU control panel has been provided at roof instead of main ECC panel as provided in other VB variants. This may cause inconvenience while operation and maintenance of RMPU. Relocation of RMPU controlling panel in main ECC panel shall be explored.
11. Height of the celling mounted hand grab rail hangers in TC coaches are found to be at lower height and may cause hindrance to passenger movement. This needs to be corrected.

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[of CCRS Office's Letter No. Q.112011/06/2024-25-ग.नि., dt. 15.0...]

Statutory inspection of 12/16 car Vande Metro rake was carried out by CCRS on 13.01.2025 at Ahmedabad. Para 4 of CCRS Inspection Report which suggests the measures for Future improvement of the Trainset is reproduced below for taking necessary action for their implementation:

1. During trial, door obstruction test was conducted and it was observed that obstruction of 30 mm was detected. System should be recalibrated for detection of 10 mm obstruction at top, middle & bottom of the door with "anti drag feature" in door mechanism for all future designs of VB metro coaches.
2. Due to provision of inside footstep, there is gap between coach floor and closed condition of door. This may lead to entrapment of passenger foot and cause injury during door operation while boarding/deboarding. Floor without any inside steps may be explored for future design.
3. The design of Vande Metro coaches should have crashworthiness features and shall conform to EN-15227.
4. The cock provided for isolating the bogie are located in the under frame. As it may be difficult for the motorman to isolate the bogie especially during night. Therefore, provision shall be made for isolating the bogie from respective coach itself as provided in other metro coaches.
5. Standard Nut-Bolt and washer to relevant IS specifications shall be provided in all under slung component.

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Government Of India
Ministry Of Railways
(Railway Board)

No. 2024/CEDO/SM/1

New Delhi, Dated 16.01.2025

The Principal Chief Engineer.
NORTH EAST FRONTIER RAILWAY,
MALI GAON GUWAHATI.

Sub:- System Map of your railway updated upto 31.03.2024.

Ref. :- This office letter no. 2010/CEDO/SM/1 dated 20.09.2023.

Please refer to this office letter no. mentioned above .Railway is requested to send 05 copies of colored System maps folded neatly in a cover), updated & corrected as on 31.3.2024 to Board.

16.01.25

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