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

No.2020/CEDO/SR/12 **New Delhi, dated 04.11.2020**

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

The General Manager,
All Indian Railways

Sub:- Running of Broad Gauge Bogie Open wagon type **'BOXNHL'** (Maximum Axle Load: **22.9t)** to RDSO's Drawing no. WD-05086-S-02 over IR system at up to **75 kmph in loaded condition and 100 kmph in empty condition**

Ref:- (i) RDSO's letter No. MW/SPD/BG/BOXNHL/22.9T, dated 04.09.2020 addressed to CCRS
(ii) CCRS's letter No. Q-13011/38/2009-T.W., dated 21.09.2020
(iii) Railway Board Letter No. 2017/CEDO/SR/14, dated 27.03.2018

A. With reference to RDSO's above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction/re-validation of Broad Gauge Bogie Open wagon type 'BOXNHL' (Maximum Axle Load: 22.9t) to RDSO's Drawing no. WD-05086-S-02 over IR system up to 75 kmph in loaded condition and 100 kmph in empty condition, by Zonal Railways, with following stipulations :

1. Observance of all conditions laid down in RDSO Final Speed Certificate No. MW/SPD/BG/BOXNHL/22.9t dated 23.03.2009 with Amendment Nos. 1, 2 & 3 dated 09.04.2009, 31.12.2009 & 03.09.2020 respectively, for operation up to a maximum speed of 75kmph in loaded condition and 100 kmph in empty condition, shall be ensured on the Railway, while seeking the sanction of General Manager for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 31.10.2018, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per the extant procedure.

2. In terms of Railway Board letter No. 2020/CE-II/TS/22.9 dt 20.08.2020, General Manager of Zonal Railway shall identify the route for operation of (CC+8+2)t/(CC+6+2)t axle load wagon at 75kmph.

3. 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.

4. For speed up to 60 kmph in Loaded condition for minimum standard of 52kg (90UTS) rail, USFD testing shall be carried out at a higher frequency corresponding to 6 GMT of traffic.

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5. CC+8+2 routes will be prioritized for rail grinding at stipulated frequency depending upon the availability of rail grinding machines over Indian Railway. However, rail grinding is not a prerequisite for operation of CC+8+2/22.9t axle load trains at 75 kmph.

6. Railway should ensure installation of way side lubricators as per provision of IRPWM in a time bound manner.

7. As per Clause 2.1.2(a)(i) of RDSO's FSC No. MW/SPD/BG/BOXNHL dated 23.03.2009 after incorporating modified paras up to Amendment No. 3 dated 03.09.2020, for 52 kg (90 UTS) rail, for operation in Loaded condition up to 60 kmph, De-stressing temperature for LWR in Temperature Zone IV would be reduced by 5^0C (Tm to Tm+5).

8. Further, as per clause 2.1.2(b) for operation in Loaded condition on 60 kg (90UTS) rail, for speed above 60 kmph and up to 75 kmph, for temperature Zone IV as per IRPWM, de-stressing of LWR at reduced temperature (Tm to Tm+5) shall be completed before onset of winter season. **If De-stressing in Zone IV is not done at lower temperature, loaded wagon will run at 60 kmph during the winter period of 1st November to 28th /29th of February of next calendar year.**

9. For regular operation in loaded condition of BOXNHL wagon, Railway shall ensure all the speed restrictions mentioned in para 2.2.3 (b) (ii) and (iii) of RDSO's FSC No. MW/SPD/BG/BOXNHL, dated 23.03.2009 after incorporating modified paras up to Amendment no. 3 dated 03.09.2020.

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

11. 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.

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

13. The heap of loading should not exceed the Diagram No. 1D of Indian Railway Schedule of Dimensions (BG) Revised 2004.

14. When the wagon is being moved, it shall be ensured that all the protruding parts are withdrawn and suitably locked, so that during the run there is no possibility of any infringement occurring to the standard moving dimensions.

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

16. Traction power supply shall be augmented to cater for additional load.

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

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

B. This supersedes Railway Board letter No. 2017/CEDO/SR/14, dated 27.03.2018

o/c Prem Sagar
(प्रेम सागर गुप्ता) 10/20

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Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q-13011/38/2009-T.W., dated 21.09.2020
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track, RDSO, Lucknow
5. Executive Director ME(Fr) , Railway Board

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04.11.20
(प्रेम सागर गुप्ता)
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