भारतसरकार **Government of India**
रेलमंत्रालय **Ministry of Railways**
(रेलवेबोर्ड) (Railway Board)

No. 2021/CEDO/SR/07(Gemac) New Delhi, Dated 26.02.2021

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

The General Manager,
All Indian Railways

Sub:- Provisional introduction of Points and Crossing Tamping Machine Model CDC-16 III, manufactured by M/s Gemac Engineering Machinery Co. Ltd., China up to a **maximum speed of 50 kmph when running on its own power and 65 kmph when running in train** formation over IR, *by Zonal Railways*

Ref:-(i) RDSO's letter No. TM/HM/11/47/PCT/GEMAC, Dated 26.01.2020
(ii) CCRS's letter No. Q.12011/29/2019-20-t.w, Dated 29.01.2021

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Provisional** introduction of Points and Crossing Tamping Machine Model CDC-16 III, manufactured by M/s Gemac Engineering Machinery Co. Ltd., China, up to a maximum speed of 50 kmph when running on its own power and 65 kmph when running in train formation over IR, *by Zonal Railways*, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Provisional Speed Certificate no. TM/HM/11/47/PCT/GEMAC, dated 26.11.2019 for operation up to a maximum speed of 50 [FIFTY] kmph on its own power and 65 [SIXTY-FIVE] kmph when running in train formation. Remarks of the Railway against each para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.

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

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

iv. Before starting the operation, the Principal Chief Engineer of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock and they shall also ensure proper maintenance of the rolling stock.

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

vi. When the machine is being moved either on its own power or hauled in train, it shall be ensured that all the protruding parts are withdrawn and suitably locked, so that during

Prem Sagar
26.02.21

the run, there is no possibility of any infringement occurring to the Standard Moving Dimensions.

vii. Signages/stickers having description should be provided on all push buttons, indicators and gauges etc. provided in cabins of the machine.

viii. Machine operators need to be properly trained for the working of machine.

ix. Pamphlets describing safety related instructions including DO's and DONT's, for operation and working of the machine shall be laid down and displayed in all the cabins for the machine operators. In addition to this, one more pamphlet regarding "Troubleshooting" should also be pasted in each cabin so that operator is able to clear the block section in case of failure of the machine.

Prem Sagar
26.02.21

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]
e-mail address :edceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q.12011/29/2019-20- t.w, Dated 29.01.21
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Principal Executive Director/TMM, RDSO, Lucknow
4. Executive Director TK(M&MC), Railway Board

(प्रेम सागर गुप्ता)
कृते, सचिव रेलवे बोर्ड