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

No. 2020/CEDO/SR/08 **New Delhi, dated 12.10.2020**

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

The General Manager,
All Indian Railways

Sub:- Introduction of the Broad Gauge 12000 HP, IGBT based 3-Phase Coupled Locomotives fitted with Twin Bo-Bo Bogies (Unique Transportation Code: **WAG-12B**; Maximum Axle Load: **22.5t**] to Ms Alstom's General Arrangement Drawing No. NRD0000572418, up to a maximum speed of **120 kmph**, by Zonal Railways, on Indian Railway track maintained as per standard specified under Para 607 of IRPWM, Third Reprint 2019

Ref:- (i) RDSO's letter No. EL/3.1.35/4/WAG12, dated 04.05.2020
(ii) RDSO's Final Speed Certificate (FSC) No. SD.WAG12B.11, dated 09.03.2020 and amendment no.1 dated 28.05.2020, amendment no. 2 dated 13.07.2020, amendment-3 dated 05.08.2020 & amendment-4 dated 06.08.2020
(ii) CCRS's letter No. Q.12011/32/2019-20-त.वि., दिनांक–17.07.2020

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for Introduction of the Broad Gauge 12000 HP, IGBT based 3-Phase Coupled Locomotives fitted with Twin Bo-Bo Bogies (Unique Transportation Code: **WAG-12B**; Maximum Axle Load: 22.5t] to Ms Alstom's General Arrangement Drawing No. NRD0000572418, up to a maximum speed of **120 kmph**, by Zonal Railways, on track maintained as per standard specified under Para 607 of IRPWM, Third Reprint 2019, with following stipulations :

i. Compliance of all conditions laid down in RDSO's Final Speed Certificate (FSC) No. SD.WAG12B.11, dated 09.03.2020 and its Amendment no.1 dated 28.05.2020, Amendment no. 2 dated 13.07.2020, Amendment-3 dated 05.08.2020 & Amendment-4 dated 06.08.20, for operation up to a maximum speed of 120 kmph, shall be ensured on the Railways, while seeking the sanction of General Manager, for introduction of the stock on the Railways. Documents shall be submitted to the Commission before the start of actual operation of rolling stock as per the extent procedure.

ii. Maximum speed of the locomotive shall be restricted to speeds proposed therein or the maximum permissible speed of the section, whichever is less.

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. During operation of WAG12B locomotive on different spans of Bridges, Railway shall ensure all the speed restrictions mentioned in RDSO's FSC No. SD.WAG12B.11

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dated 09.03.2020 and its amendments. **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.**

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

vi. All turn-out shall be with Fixed Heel Curved switches laid on PSC sleeper's layout with CMS crossings.

vii. Sleeper on bridges (other than ballasted deck) shall be steel channel/H –beam / Composite sleepers.

viii. **For speed at 110 kmph and beyond:**

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

(b) Where Automatic Signaling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle counter (BPAC) is necessary on high density routes and for stations provided with Central Panel Interlocking as per SEM-Pt-1, Chapter-VII, para 7.131, Section-M, Addendum & Corrigendum Slip no.6.

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

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

xi. Manned level crossing gates shall be provided with telephonic communication with the nearest station as per extant instructions.

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

xiii. Safety Certification for all Electrical Systems shall be done by the EIG of the Zonal Railway maintaining the Rolling stock and submitted to Commission before commencing actual operations.

xiv. Before initiating the operation, PCEE of the concerned Railway shall certify the track worthiness and ensure safety of the rolling stock. Proper maintenance of the rolling stock shall be ensured.

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

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xvi. Since WAG12B is a Coupled Locomotive fitted with Twin Bo-Bo Bogies, Brake connections and Brake Set up shall be ensured between the coupled locomotives.

xvii. Adequate training shall be imparted to the crew & maintenance staff responsible for operation & maintenance of the rolling stock.

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Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track, RDSO, Lucknow
4. Executive Director EE(RS) , Railway Board

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कृते, सचिव रेलवे बोर्ड