आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2020/CEDO/SR/22 **New Delhi, Dated 03.06.2022**

The Director General,
RDSO, Manak Nagar,
Lucknow-226011.

The General Manager,
All Indian Railways

Managing Director,
DFCCIL, 5th Floor, Pragati Maidan, Metro Station Building Complex, New Delhi – 110001.

Sub: Introduction of BG Bogie Open Wagon type **'BOYEL' [Maximum Axle Load: 25t]** to RDSO's Drawing No. WD-06084-S-01 Alt.2, up to maximum speed of (i) **85 kmph in Empty** condition and **45 kmph in Loaded** condition over **IR** B.G. routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) **85 kmph in Empty** condition and **75 kmph in Loaded** condition over routes of **Eastern Dedicated Freight Corridor (EDFC)** & (iii) **85 kmph in Empty** condition and **80 kmph in Loaded** condition over routes of **Western Dedicated Freight Corridor (WDFC)** of DFCCIL (DFCs) by DFCCIL

Ref: (i) RDSO's letter No. MW/SPD/BG/BOYEL, dated 09.08.2021, 24.09.2021 & 18.02.2022
(ii) RDSO's First Revised Final Speed Certificate No. MW/SPD/BG/BOYEL, dated 29.07.2021
(iii)CCRS office's letter No. Q.12011/05/2021-22- T.W., dated 25.12.2021
(iv) Railway Board letter No. 2020/CEDO/SR/22, dated 27.01.2021

With reference to RDSO above application No. MW/SPD/BG/BOYEL, dated 09.08.2021, 24.09.2021 & 18.02.2022; sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Bogie Open Wagon type **'BOYEL' [Maximum Axle Load: 25t]** to RDSO's Drawing No. WD-06084-S-01 Alt.2 or latest, up to maximum speed of (i) **85 kmph in Empty** condition and **45 kmph in Loaded** condition **over IR B.G.** routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) up to maximum speed of **85 kmph in Empty** condition and **75 kmph in Loaded** condition over routes of **Eastern Dedicated Freight Corridor** (EDFC) & (iii) up to maximum speed of **85 kmph in Empty** condition and **80 kmph in Loaded** condition over routes of **Western Dedicated Freight Corridor** (WDFC) of DFCCIL (DFCs) by DFCCIL with the following stipulations as under:

A.

i. As the track of EDFC is mostly parallel to IR track, Concerned Zonal Railways shall finalize JPO with DFCCIL regarding immediate exchange of information in case of any kind of accident on their Railway line and actions to be taken thereafter. *In this regard Board's letter No.No.2021/Safety(A&R)/19/39 dated 05.03.2022 may be connected for further necessary action.*

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ii. Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate No MW/SPD/BG/BOYEL, Dated 29.07.2021. 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.

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

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

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

vii. **For Indian Railways, WILDS** need to be installed on priority and detachment / maintenance protocols on critical alarms as per JPO issued on WILD vide Railway Board's letter no. 2002/M(N)/960/1 Pt. dated 29/07/2008 or as amended from time to time by Board (M/T&RS, M/I, M/O&BD) to be followed. *25 ton axle load wagon can run on the notified routes on 60 kg 90 UTS rail at 45 kmph, only if WILD is installed and in working condition.* Locations of wild shall be finalized jointly by PEDCE/P, EDME/Freight & ED/Coal and shall be conveyed to Zonal Railways by EDME/Freight/Railway Board.

viii. **For Indian Railways**, Compulsory weighment of every rake (*except consignment exempted from weighment*) along with action on overloaded wagons/rakes as per protocols of JPO issued on weigh bridges (2009) vide Railway Board's letter no. 2007/CE-II/TS/8 dated 02/04/2009 must be ensured. In all cases of un-weighed rakes, except for the exempt category rakes, the existing instruction of running at restricted speeds up to next EIMWB should be strictly followed and these should be part of WTT in case not already so on any Zone. Also, whenever overloading is detected, load adjustment should be compulsorily done and certified so by the station/yard in charge of the location where load adjustment has been done.

ix. **For DFCCIL**, adequate number of **WILD** and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 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.

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. USFD testing shall be carried out at a frequency, one grade higher than the specified frequency in the USFD manual. On section with GMT more than 60, the existing stipulated frequency of once in one and a half month as per USFD Manual may be continued

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

xiii. Traction power supply being augmented to cater for additional load.

xiv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xv. Right powering of loaded trains running with 25t axle loaded wagons shall be ensured.

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xvi. Rolling stock should not be mixed up with other stock having less axle load or speed potential.

xvii. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 kmph in loaded condition.

xviii. Before initiating the operation, Principal Chief Mechanical Engineer of adjoining Zonal Railways shall arrange to certify the track worthiness and safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM/Mechanical of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways.

xix. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.

xx. 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.

xxi. **For Indian Railways**, improvement to track structure, formation, bridges being accelerated in the nominated route.

xxii. **For Indian Railways**, GM of the Zonal railways shall identify the routes on which 25 ton axle load wagon can run, having 60 kg 90 UTS rail and other pre-requisite as mentioned above and in Railway Board's letter No. 2019/CE-II/TS/25t, Dated 01.09.2020. Fitness of bridges should also be checked for running at 45 kmph. **However, these routes will be notified by Railway Board on the recommendation of Zonal Railways.**

B. This supersedes Railway Board's letter No. 2020/CEDO/SR/22, dated 27.01.2021.

June 3rd 2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address :dceg@rb.railnet.gov.in

No. 2020/CEDO/SR/22 **New Delhi, Dated 03.06.2022**

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.12011/05/2021-22- T.W., dated 25.12.2021
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(Fr), Railway Board

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