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

आज़ादी का अमृत महोत्सव

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/04(1) New Delhi, dated 17.05.2022

The Director General,
Research Designs & Standards,
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 Flat Steel wagon type **'BFNSM1' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.3 up to a maximum speed of **95 kmph in Empty** condition and **75 kmph in Loaded** condition over IR B.G. routes, *by Zonal Railways* and **95 kmph in Empty** condition and **100 kmph in Loaded** condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCs, by DFCCIL

Ref : (i) Raiway Board's letter no. 2019/CEDO/SR/27, dated 26.12.2019
(ii) RDSO's Final Speed Certificate (FSC) No. MW/BFNS dated 08.08.2021 and its Amendment No.1 dated 12.12.2021
(iii) RDSO's letter No. MW/BFNS, dated 16.08.2021
(iv) RDSO's letter No. MW/BFNSM, dated 17.12.2021
(v) CCRS office's letter No. Q.12011/08/2021-22- T.W. dated 17.02.2022

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 BG Bogie Flat Steel wagon type **'BFNSM1' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.3 up to a maximum speed of **95 kmph in Empty** condition and **75 kmph in Loaded** condition over IR B.G. routes, *by Zonal Railways* and **95 kmph in Empty** condition and **100 kmph in Loaded** condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCs, by DFCCIL with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MW/BFNS Dated 08.08.2021 and its Amendment dated 12.12.2021 for operation up to maximum speed of of **95 kmph in Empty** condition & **75 kmph in Loaded** condition over IR B.G. routes and **95 kmph in Empty** condition & **100 kmph in Loaded**

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condition over routes of Eastern & Western Dedicated Freight Corridor of DFC, shall be ensured on the Railway/DFCCIL while seeking the sanction of General Manager/MD,DFCCIL, for introduction of rolling stock on the Railway/DFCCIL. All the documents required for the sanction of General Manager/MD, DFCCIL 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 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. In terms of Railway Board letter No. 2020/CE-II/TS/22.82 dated 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. List of identified routes shall be submitted to the Commission before the start of actual operation of rolling stock. Further, compliance of all the stipulations mentioned in this letter shall be ensured by the Railways.

iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic block. Railway should ensure adequate/stipulated block for Rail Grinding & other maintenance inputs

v. Railway 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**, the regular operation in loaded condition of BFNSM1 wagon over IR routes, Railway shall ensure all the speed restrictions mentioned in para 3.2.1.3 of RDSO's Final Speed Certificate MW/BFNS dated 08.08.2021 after incorporating modified paras upto Amendment No.1 dated 12.12.2021.

viii. **For Indian Railways**, the ***WILD shall mandatorily be provided*** before introduction of wagon at speed above 60 kmph. For speed up to 60kmph 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.

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

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

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

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

xv. **For Indian Railways**, Before initiating the operation of BFNSM1, PCME of the concerned Zonal Railways shall arrange to certify the track worthiness and ensure 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.

xvi. **For DFCCIL**, Before initiating the operation of BFNSM1, PCME of the *adjoining* Zonal Railways shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

xvii. **For Indian Railways,** USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8GMT)

xviii. **For Indian Railways**:

As per Clause 3.1.1.2.1.1 of RDSO's Final Speed Certificate MW/BFNS dated 08.08.2021 after incorporating modified paras upto Amendment No.1 dated 12.12.2021, for operation in Loaded condition up to 60 kmph for minimum standard of 52kg (90UTS) rail, De-stressing temperature for LWR in Temperature Zone IV would be reduced by $5\ ^{0}C$ (Tm to Tm+5).

Further, as per clause 3.1.1.2.2 for operation in Loaded condition for speed above 60 kmph and up to 75 kmph for minimum standard of 60kg (90UTS) rail, 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 1 st November to 28th /29th of February of next calendar year.**

2. This supersedes Railway Board Letter no. 2019/CEDO/SR/27, dated 26.12.2019.

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

No. 2022/CEDO/SR/04(1) New Delhi, dated 17.05.2022

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.12011/08/2021-22- T.W. dated 17.02.2022
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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