

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2014/Proj./HMR/30/9

New Delhi, dated 14.03.2017

Chief Executive & Managing Director,
L & T Metro Rail,
4th Floor - Q3, Cyber Towers,
HITEC City, Madhapur,
Hyderabad - 500 081

Sub: Sanction for Introduction of operation of Diesel Shunter (Model-LOK 10.170S) of L&T Metro Rail (Hyderabad) Limited, Hyderabad (L&TMRHL) manufactured by M/s. Zephir, Italy to manufacturer's Layout Drawing No. 17562/05 for Standard Gauge of L&TMRHL Network.

Ref: Ministry of Civil Aviation's letter No. Q.16015/02/2016-TW dated 29.11.2016

In reference to the letter cited above, provisional sanction of the Ministry of Railways, Railway Board is hereby communicated for operation of Diesel Shunter (Model-LOK 10.170S) of L&T Metro Rail (Hyderabad) Limited, Hyderabad (L&TMRHL) manufactured by M/s. Zephir, Italy to manufacturer's Layout Drawing No. 17562/05 over Standard Gauge network of Hyderabad Metro Rail up to a maximum speed of 25 kmph. The sanction is further subject to the following conditions/stipulations:

- i. The maximum speed of Diesel Shunter shall be 25 kmph as this type of rolling stock is not provided with ATP equipment.
- ii. Observance of conditions stipulated in L&T Metro Rail Hyderabad's Joint Safety Certificate along with its concomitant Track Certificate and Bridge Certificate.
- iii. Observance of all conditions laid down in RDSO's speed certificate letter No. UTHS/63/HMRL/Mech. dated 29.08.2016.
- iv. Observance of all permanent and temporary speed restrictions in force or those that may be imposed from time to time on account of Track, Bridge, Signalling & Interlocking etc.
- v. During revenue hours, the Diesel Shunter shall work within the limits of Engineers' possession after ensuring that all the passenger trains in the vicinity are well protected.
- vi. In case of failure during operation, the Diesel Shunter can be towed by manually releasing the parking brakes with the help of another rolling stock/auxiliary vehicle.
- vii. While shunting Rolling Stock (i.e. without passengers) in main line, the pneumatic braking system of Diesel Shunter shall be connected to Rolling Stock (i.e. without passengers) to extend the braking effort.
- viii. Lifting of Rolling Stock shall be done by using jacks and dedicated re-railing equipment in case of derailment in 25KV Electrified Traction area.

Contd.. 2/-

- ix. Before starting the operation, an official of L&TMRHL shall certify the track fitness and safety and fitness of the Diesel Shunter.
- x. L&TMRHL shall ensure proper maintenance of Diesel Shunter.
- xi. Kinematic profile of the Diesel Shunter should be within the kinematic envelop as per figure No. HMSG-1 of standard gauge SoD.
- xii. It shall be ensured that the Operators of Diesel Shunter are trained and in possession of valid competency certificate issued by designated officer.
- xiii. Adequate training shall be imparted to the maintenance staff responsible for maintaining the Diesel Shunter.

It is noted that the profile of Diesel Shunter (Model – LOK 10.170S) manufactured by M/s. Zephir (Italy) does not infringe Standard Gauge Schedule of Dimension.


(Ruth Changsan)
Director/Works Planning
Railway Board
☎ 011-23097061

No. 2014/Proj./HMR/30/9

New Delhi, dated 14.03.2017

Copy forward for information to:

1. **The Chief Commissioner of Railway Safety**, N.E Railway, DRM office Campus 16, Ashok Marg, Lucknow -226001 w.r.t his endorsement No. Q.16015/02/2016-TW dated 29.11.2016.
2. **The Commissioner of Railway Safety**, South Central Circle, Ministry of Civil Aviation, Ground Floor, Rail Nirman Nilayam, Opposite Rail Nilayam, Sarojini Devi Road, Secunderabad- 500071 w.r.t his endorsement No. Q.12013/LTMRHL/16 SCC dated 27.10.2016.
3. **Director General**, RDSO, Manak Nagar, Lucknow.