



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



No. 2018/CEDO/SR/PC-6/0

New Delhi, Dated 20.09.2022

✓ General Managers
All Zonal Railways

Chief Commissioner of Railway Safety
DRM Office Campus, Lucknow.

Sub: Addendum and Corrigendum Slip (ACS) No.3 to Policy Circular No. 6
Ref: RDSO letter No. RM2/RP, dated 14.07.2022

1. The Policy Circular No. 6 deals with procedure for certification of maximum permissible speed for rolling stock and introduction of trains at different speeds.
2. The existing Policy Circular No. 6 was issued vide Letter No. 2018/CEDO/SR/PC-610, dated 31.10.2018 and subsequently Addendum and Corrigendum Ships (ACS) No.1 and ACSNo.2, to Policy Circular No. 6 were issued vide Letter of even No. dated 12.10.2020 & 28.09.2021 respectively.
3. Board have approved that the **Para-3.4.2, Para-3.4.2.1(new para), Para-6.4.1.3, Para-6.5.1, Para-6.5.1.3, Para-6.5.1.4, Para-6.5.2A (new para), Para-6.5.3 and Para-6.6.1.4** of Policy Circular No. 6 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 03.

Enclosure: ACS No. 03 (Total 02 page)

(Handwritten signature)
(अजीत कुमार झा)
20.9.22

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Copy to:

1. DG/RDSO, Lucknow for information and necessary action
2. Commissioners of Railway Safety, All Circles, for information and necessary action
3. Concerned PSO for kind information of Chairman & Chief Executive Officer(CEO); Member (Infrastructure), Member (Traction & Rolling Stock), Member (Finance) Railway Board
4. Adv./MR, EDPG/MR, OSD/MR, OSR(Co-ord)/MR

Addendum & Corrigendum Slip (ACS) No. 03

TO

Policy Circular No. 6

3.4.2. Based on design parameters of any new locomotive or rolling stock (Coaches/ EMU/ MEMU/ DMU/ Train set, Wagon and Departmental vehicle etc.), a one-time movement speed certificate shall be issued by RDSO, duly stating its similarity (*consideration of MMD, braking System, Axle load, control over rolling stock, etc*) with existing stock already running on IR and route through which movement is to be done. On the basis of speed certificate issued by RDSO, movement of locomotive or rolling stock can be done by the respective Railway.

3.4.2.1. However, if a new rolling stock infringes the MMD of Indian Railway Schedule of Dimensions, in addition to procedure outlined in para 3.4.2, railway shall ensure the movement of such rolling stock as per respective class of ODC in terms of Railway Board's letter no. 2014/CEDO/SR/04 dated 20/10/2014 as amended from time to time. However, if the infringement of a new locomotive or rolling stock is equal or less as similar stock defined in para 3.4.2 above, in that case movement shall be governed by the conditions stipulated for the similar locomotive or rolling stock already running on the Railway.

6.4.1.3. **DELETED**

6.5.1. For introduction of first train in a section, RDSO shall carry out Confirmatory Oscillograph Car Run (COCR) with instrumented locomotive and instrumented representative coaches of all types to be included in the train to be introduced, for recording vertical and transverse accelerations throughout the route. In such COCR, total representative coaches should preferably be 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types). In case COCR is carried out with less than above number of coaches, the train can be introduced / length of existing trains can be increased maximum up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), or 24 coaches plus one inspection carriage (LHB & other types)/other non-passenger carrying coach (LHB or other types), in increment of not more than 2-3 coaches, at a time with the prior personal approval of GM.

6.5.1.3. Route Proving Run as per para 6.4.1.1 & 6.4.1.4, with the approval of Principal Chief Engineer, in place of COCR, can be resorted to for new/existing locomotive or partial replacement of new existing coaches, for which COCR has not been carried out earlier in the section, where, however, the train/s is/are already running at a speed above 120 kmph. However, Route Proving Run shall not be required for existing rolling stock for which detailed Oscillation Trials had been dispensed with earlier in such cases.

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6.5.1.4 During COCR, the train should run at maximum permissible speed for at least 50% of the route (excluding all permanent speed restrictions and their acceleration/deceleration zones) to have meaningful evaluation of results. Results obtained during the COCR shall be analysed by RDSO in terms of stipulated criteria given in para 3 of Appendix-1 and speed certificate issued with or without any stipulations. In case 50% route (excluding all permanent speed restrictions and their acceleration/deceleration zones) is not covered with maximum permissible speed, COCR should invariably be repeated.

6.5.2A For trains having new type of Coaches/Locomotive, for which COCR has not been carried out earlier, RDSO will identify representative section of minimum 500km length on IR, where COCR shall be carried out by RDSO as per para 6.5.1 above at desired speed. Representative section for conducting COCR shall be advised by Executive Director Standards (Track Machines & Monitoring). Based on COCR, RDSO will issue a final speed certificate valid over IR, which will include special precautions, if any, to be taken by Zonal Railways. On the basis of this speed certificate, Zonal Railways will be able to introduce such trains having new type of Coaches/Locomotive on their Railway with the approval of Principal Chief Engineer in the sections where train/s is/are already running at a speed above 120kmph. There is no need to repeat COCR in each Railway.

6.5.3. Introduction of all subsequent trains or increase in speed of existing trains or increase in length of existing trains [*up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make) or 24 coaches plus one inspection carriage (LHB & other types)/other non-passenger carrying coach (LHB or other types)*], subject to *maximum length of train as per para 6.5.1 above*], having same type of coaches and locomotive for which COCR/Route Proving Run(RPR) as the case may be, has been successfully carried out (either in one COCR/RPR or in different COCRs/RPRs on respective section of Zonal Railway or representative track), shall require approval of Principal Chief Engineer (not to be delegated further), and there is no need to repeat COCR/RPR and signing of JSC again.

6.6.1.4 During COCR, the train should run at maximum permissible speed for at least 50% of the route (excluding all permanent speed restrictions) to have meaningful evaluation of results. Results obtained during the COCR shall be analyzed by RDSO in terms of stipulated criteria given in para 3 of Appendix-1 and speed certificate issued with or without any stipulations. In case 50% route (excluding all permanent speed restrictions and their acceleration/deceleration zones) is not covered with maximum permissible speed, COCR should invariably be repeated.

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