

GUARD

FILE

2023 Pt. I



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आज़ादी का
अमृत महोत्सव

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

75
Azadi Ka
Amrit Mahotsav

No. 2022/CEDO/SD/IRSOD-2022/O/ACS_e

New Delhi, Dated 29.12.2023

Addressed to:
(As per list mentioned below)

Sub: Addendum and Corrigendum Slip (ACS) No.3 to Indian Railways Schedule of Dimension (BG), Revised- 2022

The Ministry of Railways (Railway Board) have decided that the Note No.(i) of Note: for items 4, 5 and 6 of Chapter -II --- Station Yard *Schedule-I* of Indian Railways Schedule of Dimensions 1676 mm Gauge (BG) Revised, 2022 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 03.

Enclosure: ACS No. 03(Annexure-1)

31/12/23 अजीत कुमार झा
(अजीत कुमार झा) 29.12.23

कार्यपालक निदेशक/ सिविल इंजी. (जी)/ रेलवे बोर्ड
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2. Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
3. Director General, RDSO, Manak Nagar, Lucknow
4. Director General, NAIR, Vadodara
5. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
6. Commissioner of Railway Safety, All Circles
7. Director, IRICEN, Rail Path, Pune - 411001 (Maharashtra)
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9. Director, IRISSET, Taar Naka Road, Lalla Guda, Secunderabad
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11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

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1. Concerned PSO for kind information Of Chairman cum CEO, M/Infra, M/T&RS, M/O&B
M/Finance, Railway Board
2. Adv./MR, EDPG/MR, OSD/MR, OSR(Co-ord)/MR
3. Chief Vigilance Officers, All Indian Railways,
4. DG(RHS), DG(RPF), AM(CE), AM(Works), AM(B), AM(Elec.), AM(RS), AM(ME), AM/Tele,
AM/C&IS, AM/Sig., AM(Plg.), AM/L&A, PED(B&S), PED(Vigilance), PEDCE(P), PED(Infra),
EDCE(G), PEDTk(M&Mc), EDF(X)-I, EDF(X)-II, ED(Works), EDW(Plg.), ED/Project(Mon.),
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EDEE(G), EDFE, EDE(N), ED(Accounts), ED/T&MPP, EDME(Chg.), EDME(Frt.), ED/Plg.,
JS(Conf.), JS(P), JS(G), JS(D), Vigilance-111, Vig(Conf) of Railway Board.

27/12 2023
29.12.23

Draft Addendum and Corrigendum Slip No 3
to
Indian Railways Schedule of Dimension (BG), Revised- 2022- Chapter -II --- Station Yard

Amendment to Note No.(i) of Note: for items 4, 5 and 6 of Chapter -II --- Station Yard
[at page-13 of IRSOD (BG), Revised 2022]

Note No.(i) of Note: for items 4, 5 and 6 shall be read as under:

- (i) For Item 4: the height of suburban passenger platforms may be in the range of 840mm to 900mm for reducing gap between bottom of sole bar of EMU coach & platform floor and shall be applicable for operation of EMU stocks having height of bottom of sole bar above rail level not less than 1039mm above rail level in fully loaded condition. The height of platform more than 840mm shall be permitted by General Manager, after ensuring maintenance condition of track and maintenance condition of rolling stock as under:
- a) Improvement in maintenance practices and monitoring condition of spring during trip inspection of EMU rakes.
 - b) Improvement in track maintenance on platform lines to the standards specified in Para 522 of IRPWM - 2020.
 - c) Improved monitoring and corrective action to control sinkage of vertical level of track.
 - d) In case, a new design EMU stock, different from the existing stock is to be introduced on suburban section, running trial over increased height suburban platforms shall be required before clearing the stock for passenger operation.

21/12/23 3:45 PM
29.12.23

No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL

New Delhi, Dated 22.12.2023

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

Sub : Introduction of Broad Gauge Bogie Open Wagon type 'BOXNM1' [Max. Axle Load: 22.82t] to RDSO's Drg. No. WD-05084/S-02 Alt.11, up to a maximum speed of **100 kmph** up to a maximum speed of **100 kmph in empty and loaded both** conditions over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL

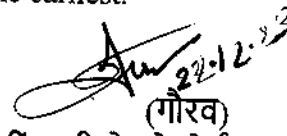
Ref : (i) CCRS letter no. Q.12011/17/2023-24-T.W., dated 21.12.2023
(ii) RDSO letter no. MW/SPD/BG/BOXNM1, dated 30.11.2023
(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNM1, dated 15.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Broad Gauge Bogie Open Wagon type 'BOXNM1' [Max. Axle Load: 22.82t] to RDSO's Drg. No. WD-05084/S-02 Alt.11, up to a maximum speed of **100 kmph** up to a maximum speed of **100 kmph in empty and loaded both** conditions over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

- In terms of Para 3.0 of the Final Speed Certificate, Railway Board may accord sanction for a period of 02 years only since the commencement of operation of subject rolling stock
- The subject of abovementioned Speed Certificate shall be changed to "Interim Speed Certificate". Necessary amendment may be issued in this regard before introduction of subject rolling stock.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.


(गौरव)
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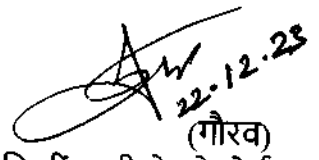
No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL

New Delhi, Dated 22.12.2023

Copy forwarded for information to :

- Executive Director (Standards) Motive Power, RDSO, Lucknow
- Executive Director (Standards) Track-I, RDSO, Lucknow
- EDME(Fr) Railway Board

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22/12/23
AD/CC/IVIL


(गौरव)
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भारत सरकार
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GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-Q.12011 / 17 / 2023-24-त.वि

दिनांक-21.12.2023

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNM1' having maximum axle load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 kmph in both empty and loaded conditions

- संदर्भ: (i) DG/RDSO's letter no. MW/SPD/BG/BOXNM1, dt. 07.12.2023
(ii) RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNM1, dt. 15.03.2022

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of 100 kmph in both empty and loaded conditions over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Case has been examined by this office in light of abovementioned documents and is found generally in order. Accordingly, the same is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of **Broad Gauge Bogie Open Wagon type 'BOXNM1' having maximum axle load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 [ONE HUNDRED] kmph in both empty and loaded conditions subject to compliance of the conditions mentioned in Annexure-2**

This issues with the approval of CCRS.

Ahmad
Nadeem
Siddiqui

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Ahmad Nadeem Siddiqui
Date: 2023.12.21
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संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ-226011

(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNM1' having maximum axle load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 kmph in both empty and loaded conditions

1. Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNM1, dt. 15.03.2022. Remarks of the DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
- ✓ 3. In terms of Para 3.0 of the Final Speed Certificate, Railway Board may accord sanction for a period of 02 years only since the commencement of operation of subject rolling stock
- ✓ 4. The subject of abovementioned Speed Certificate shall be changed to "Interim Speed Certificate". Necessary amendment may be issued in this regard before introduction of subject rolling stock.
5. RDSO shall conduct Detailed Oscillation Trials within the interim period of 02 years and issue Final Speed Certificate to ensure uninterrupted operation of subject rolling stock.
6. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dt 20.08.2020 shall be ensured by the Railways.
7. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
8. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
9. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
10. No overdue in track/rolling stock maintenance shall be permitted.
11. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
12. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

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Nadeem
Siddiqui

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Ahmad Nadeem Siddiqui
Date: 2023.12.21 14:32:02
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No. 2023/CEDO/SR/08/BLCS/{dwarf(1930 x 2600)-triple stack-25t-65 kmph-WDFC} New Delhi, dated 15.12.2023

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

Sub: Introduction of **dwarf containers** (1930mm high and 2600mm width) in **triple stack** in empty and loaded condition, on **25t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLCS (A-Car & B-Car) to RDSO's No. WD21103-S-03 Alt. 0 (A-Car) and WD-21103-5-04 Alt. 0 (B-Car) for operation up to a maximum speed of **65 kmph** over **Western Freight Corridor of DFCCIL routes of DFCCIL**

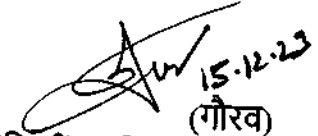
- Ref:** (i) RDSO letter no. MW/Container, dated 11.11.2021
(ii) RDSO Provisional Speed Certificate no. MW/Container, dated 11.11.2021 and its Amendment no.1 issued vide MW/Container (TSC/BLCM), dated 31.12.2021
(iii) CCRS letter no. Q.12011/14/2021-22-T.W. (BLCS), dated 17.01.2023

While processing above case for Board's sanction, ED/Signal (Dev.), has passed the following remarks as under:

"Proposal is examined and to decide measures on train detection system the following may be confirmed:

The proposed low platform Bogie containers flat wagon type Drg.no. WD-21103-S-03 & WD-21103-S-04 appear to be similar to Drg no. WD-17044-S-01 Alt3 & WD-17044-S-02 in respect of lowest part of wagon frame. Whether flat wagon type (Drg no. WD-17044-S-01 Alt3 & WD-17044-S-02 are in operation on Indian Railway, may be confirmed?."

RDSO is requested to examine the issues involved and submit comprehensive comments at the earliest.


निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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Copy forwarded for information to ED/Signal (Dev.), Railway Board

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(Ahamis)
15.12.23
ADE(CIVIL)



No. 2023/CEDO/SR/27/RGM-96 Stone-IR-DFCCIL

New Delhi, Dated 14.12.2023

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

Sub : Introduction of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRG196) supplied by M/s Loram, USA upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref : (i) CCRS office letter no. Q.12011/12/2023-24-T.W, dated 13.12.2023
(ii) RDSO's letter no. TM/HM/11/57/RGM 96, dated 18.10.2023
(iii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/11/57/RGM96, dated 14.02.2023 and its Amendment no. 1 & 2 dated 20.09.2023 & 16.11.2023

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRG196) supplied by M/s Loram, USA upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

- Compliance of item a, b, c, d & g of Para 2 of CCRS Inspection Report shall be furnished to the Commission right after the TDC as mentioned by RDSO in letter dt. 04.12.2023.
- Railway Board should issue suitable guidelines regarding training to be imparted to the operator (private person) & the qualification of the Railway staff accompanying the machine for calling out the signals & rendering other assistance during operation & movement of the machine.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

(Signature) 14.12.23
(गौरव)
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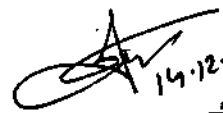
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14/12/23 ADE(CIVIL)

No. 2023/CEDO/SR/27/RGM-96 Stone-IR-DFCCIL

New Delhi, Dated 14.12.2023

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDTk(M&Mc) Railway Board

 14.12.23

(गौरव)
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भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-Q.12011/12/2023-24-त.वि.

दिनांक- 13.12.2023

सेवा में,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRG196) supplied by M/s Loram, USA upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL.

- संदर्भ: (i) DG/RDSO's letter No. TM/HM/11/57/RGM96, dt. 17.10.2023
(ii) RDSO's Provisional Speed Certificate (PSC) no. TM/HM/11/57/RGM96, dt. 14.02.2023 and its Amendment no. 1 & 2 dt. 20.09.2023 & 28.11.2023 respectively
(iii) This office's letter of even no. dt. 16.11.2023
(iv) RDSO's letter no. TM/HM/11/57/RGM96, dt. 04.12.2023

Vide Ref (i), DG/RDSO has approached this office for recommending sanction of Central Government for introduction of subject rolling stock, up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL on the basis of RDSO's PSC mentioned under Ref. (ii).

Statutory inspection of the subject rolling stock was carried out by CCRS on 06/11/2023 at Safdarjung Railway Station, Northern Railway, New Delhi. Inspection report of the rolling stock is enclosed as **Annexure-1.**

Vide Ref.(iii), RDSO was asked to furnish 'comments/action proposed' on Para 2 & 3 of Inspection report of CCRS. RDSO, vide Ref.(iv), has submitted its reply.

Based on the examination of documents submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code: RGMRG196) supplied by M/s Loram, USA upto **maximum speed of 60 [SIXTY] kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL** with conditions mentioned in **Annexure-2.**

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" are enclosed as **Annexure-3.** The compliance of the same should be submitted to the Commission before introduction of the subject rolling stock.

Further, 'Measures for future improvement of Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder' are attached as **Annexure-4.**

This is issued with the approval of Chief Commissioner of Railway Safety.

Ahmad
Nadeem
Siddiqui

Digitally signed by
Ahmad Nadeem
Siddiqui
Date: 2023.12.13
14:54:18 +05'30'
(अहमद नदीम सिद्दीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:

महानिदेशक

अनुसंधान, अभिकल्प एवं मानक संगठन,

मानक नगर, लखनऊ-226011

Conditions to be ensured by the Railway for operation of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGM96) supplied by M/s Loram, USA upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) No. TM/HM/11/57/RGM96, dt. 14.02.2023 and its Amendment no. 1 & 2 dt. 20.09.2023 & 28.11.2023 respectively. **Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.**
2. 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.
3. All the requisite items to be used in case of accident or other emergency like detonators, scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
4. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
5. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
6. Proper facilities for diesel and water filling at machine sidings shall be made available.
7. Track machine operators must also be properly trained in the operation of Grinding Machine before issue of "Competency Certificate" and record of training imparted to them be kept.
8. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
9. Any part which are meant for operation/maintenance provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.
10. Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder shall be maintained as per OEM's maintenance manual.

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Ahmad Nadeem
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Measures to be taken before introduction of Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder

Statutory inspection of the rolling stock by the CCRS was carried on 06/11/2023 at Safdarjung Railway Station, Northern Railway, New Delhi. Para 2 of CRS Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

1. Compliance of item a, b, c, d & g of Para 2 of CCRS Inspection Report shall be furnished to the Commission right after the TDC as mentioned by RDSO in letter dt. 04.12.2023.
2. Railway Board should issue suitable guidelines regarding training to be imparted to the operator (private person) & the qualification of the Railway staff accompanying the machine for calling out the signals & rendering other assistance during operation & movement of the machine.

Ahmad
Nadeem
Siddiqui

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by Ahmad
Nadeem Siddiqui
Date: 2023.12.13
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Measures for future improvement of Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder

Statutory inspection of the rolling stock by the CCRS was carried out on 06/11/2023 at Safdarjung Railway Station, Northern Railway, New Delhi. Para 3 of CRS Inspection Report which suggests the measures for future improvement of the machine is reproduced below for taking necessary action for their implementation:

1. There is no PA system for communication between Front Control Car and Rear Control Car. PA system to be provided for effective communication between operators in both the Control Cars
2. Driver's cab camera with recording facility & voice logger as provided in Front Control Car may also be provided in Rear Control Car.
3. As the production of ICF coaches has been discontinued and the spares for maintenance of ICF coaches may not be readily available in future, the camp coaches in future machines may be of LHB make
4. Signal exchange light (signal flashing scheme) similar to Vande Bharat for exchanging signal may be provided in the proposed rolling stock.
5. Oscillation Trial of the track Machine may be conducted & Final Speed Certificate (FSC) issued to utilize its full speed potential.
6. Console provided for ALP in the Front Control Car may be redesigned for easy & quick approach to Emergency Brakes & horns button.

Ahmad
Nadeem
Siddiqui

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by Ahmad
Nadeem Siddiqui
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भारत सरकार
मानव विमानन विभाग
(रेल संचालन विभाग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

मुख्य रेल संरक्षा आयुक्त कार्यालय,
पूर्वीय रेलवे, मं. डे. व कार्यालय परिसर,
16-अयोध्या मार्ग, खजाना - 228001

On Chief Commissioner of Railway Safety
N.E. Railway, G.O. 13, G.O. 14
16- Ashok Marg, New Delhi



Inspection Report of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" conducted on 06/11/2023 at Delhi Safdarjung Railway Station

1. RDSO vide letter no. TM/HM/11/57/RGM 96 dt. 17.10.2023 has submitted a proposal for operation of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" supplied by M/s LORAM, USA, upto a maximum speed of 65 Km/h in both directions, while running with own power and in a train formation as dead vehicle, by Zonal Railway, Delhi Division (DFCCIL). This application has been submitted based on RDSO's Provisional Specification (PSC) no. TM/HM/11/57/RGM 96 dt. 14.02.2023 and its Amendment No. 1 dt. 30.04.2023.

I inspected the rolling stock stationed at Safdarjung Railway Station, Northern Railway, New Delhi on 06/11/2023. Dy.CRS/Mechanical/LKO, CE/TMC/NR, ED/TM/RDSO, Director/TM-VI/RDSO & other officials of RDSO and Zonal Railway accompanied me during the inspection.

Based on the inspection of rolling stock and the documents submitted by the RDSO, the subject rolling stock is recommended for sanction of Central Govt. subject to compliance of the conditions as mentioned in Para 2 & 3 below:

2. Measures to be taken before introduction of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder":

- a. Dead man's handle /vigilance control device similar to what is available in MEMU/EMU & locomotive should be provided in both control cars.
- b. A DG set has been provided in camp coach for power backup during running of machine. Fire safety measures such as Fire Detection Cum Suppression system as provided in LHB Pantry Car & Power Car should be provided.
- c. Fire safety measures such as Fire Detection System as provided in LHB AC coaches should also be provided in the camp coaches.
- d. Camera with recording facility has been provided in Front Control Car. Video recording was checked during inspection and it was found that video was highly blurry. Also, recorded volume was low and not clear. In view of that camera may be replaced suitably and volume level may be increased.
- e. Railway Board should issue suitable guidelines regarding training to be provided to operator (private person) & the qualification of the Railway staff accompanying machine for calling out the signals & rendering other assistance during operation & movement of the machine.
- f. All the requisite steps to be taken to prevent any accident from emergency, fire, operators' sickness etc. as stated in the RGM-96 Stone Manual should be taken before running of the machine.
- g. The sun shield visor provided on the front glass of the operator's cabin is placed such that it hampers the signal view. It may be suitably replaced or modified to avoid obstruction of the signal.
- h. Utility electric items like refrigerator, washing machine, etc. were kept in the camp coach. These items should be placed in any/other suitable location.

- h. First Aid kit has been provided with machine. The contents of the first aid kit may be approved by a Railway Doctor.
- i. It shall be ensured that staffs working with machine wear protective gear such as Helmets, goggles, Reflective jackets, mask, industrial shoes etc. during operations of Track Machines
- k. Any inflammable material shall not be permitted on the machine. Also, movement of any train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- l. Proper facilities for diesel and water filling at machine sidings shall be made available.
- m. Maintenance manual of RGM, wagon (water tank), camp coaches supplied by OEM shall be reviewed & approved by RDSO and thereafter issued to the maintenance staff.
- n. Track machine operators must also be properly trained in the operation of Grinding Machine before issue of "Competency Certificate" and record of training imparted to them be kept.
- o. RDSO has proposed operation of proposed rolling stock upto a maximum speed of 65 kmph when running with own power and in a train formation as dead vehicle on the basis of Provisional Speed Certificate. As per latest Issued Policy Circular-6, operation of track machines can only be permitted upto a maximum speed of 60 kmph only. In view of this, relevant Para of the Provisional Speed Certificate may be suitable amended.
- p. With reference to Para 3.4.1 of the Provisional Speed Certificate dt. 14.02.2023, it may be confirmed that maintenance of the machine shall be done by the Mechanical Department of DFCCIL. Otherwise, Para may be suitably amended.
- q. As per Para 3.6.2 of the Provisional Speed Certificate dt. 14.02.2023, Railway Board has condoned infringement of Clause 9 of IRSOD 2004. This Para may be amended in reference to latest issued IRSOD (Revised) 2022.

3. Measures for future improvement of Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder:

- a. There is no PA system for communication between Front Control Car and Rear Control Car. PA system to be provided for effective communication between operators in both the Control Cars
- b. Driver's cab camera with recording facility & voice logger as provided in Front Control Car may also be provided in Rear Control Car.
As the production of ICF coaches has been discontinued and the spares for maintenance of ICF coaches may not be readily available in future, the camp coaches in future machines may be of LHB make.
- c. Signal exchange light (signal flashing scheme) similar to Vande Bharat for exchanging signal may be provided in the proposed rolling stock.
- d. Oscillation Trial of the track Machine may be conducted & Final Speed Certificate (FSC) issued to utilize its full speed potential.
- e. Lenson provided for ACP in the Front Control Car may be redesigned for easy & quick approach to Emergency Brakes & alarm button.

Details of Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder:

- a. Rail grinding is done to re-profile the railhead taking into consideration the profile of the wheel for optimisation of the rail wheel contact band and thereby making rail wheel wear more durable. This is expected to increase the life of the rail and the wheel, apart from eliminating the source of rail and wheel defects in the rails.
- b. Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder, and Camp coaches are manufactured at Bangalore and supplied by M/s. LORAIN, USA.

as per M/s. LORAM, USA's GA Drawing No. 248516 REV B. It is a self-propelled Rail Grinding machine and is used for grinding of track. Rail Grinding Machine consists of one Control Car, four Grind Cars, one Water Tank Wagon and two Camp Coaches. The consist of Rail Grinding Machine has been shown in the M/s. LORAM, USA's GA Drawing No. 248516 REV B.

It is having maximum axle load 21.40 t, 21.16 t, 20.32 t and 16.25 t for Control Car, Grind Cars, Water Tank Wagon and Camp Coaches respectively. The wheel diameters of Control Car, Grind Cars, Water Tank Wagon and Camp Coaches are 920mm, 1000mm, 1000mm and 915mm respectively. The bogie suspension arrangement is as per following drgs:

(i)	Control Car	:	M/s Ganz Drg No. 1977-1000-100
(ii)	Grind Car	:	RDSO Drg. No WD-04078-S/1
(iii)	Water Tank Wagon	:	RDSO Drg. No. WD-04038-S/2
(iv)	Camp Coaches	:	M/s. BEML Drg. No 812-80011ALT.2

The design speed of machine is 80 kmph when running on its own power and 100 kmph when running in train formation as last vehicle and as a dead vehicle.

RGM is capable of following Rail Grinding operations:

- Plain track,
- Tracks in tunnels,
- Track on bridges with or without guard rails (without removing guard rails),
- Track on platform lines,
- Curves (without check rails).

c. **Front Control Car (FCC)**- The Front Control Car is the leading end of the machine when moving forward. Grind Car-I is connected to the rear of the control car. This car provides the tractive effort to move the machine. FCC comprises of following systems -

- The grinding and driving controls
- Electrical traction system
- Rail profile measurement system
- Air compressor system
- Water storage tanks (Belly tank- 15000 litres & Above deck- 5000 litres)
- Two water cannons
- PLC Unit
- Cameras provided for front track visibility.

d. **Grind Car**- The rail grinder is composed of four grind cars referred to as Grind Car 1, Grind Car 2, Grind Car 3 & Grind Car 4. Each grind car has a workroom, 12 stone grind buggies and Engine Generator with a fuel tank, hydraulic pump that supplies power to the grind buggies and grind modules, and dust collection system. The workroom is located on the front of the Grind Car and the dust collector is located at the rear of the Grind Car. Each Grind Car has a Cummins QST 30 diesel engine that drives a 900KW generator. A water spraying assembly (Tie & Ditch Spray) provided in the front of Grind Car (GC)-1 front & rear side of Grind Car (GC)-4.

e. **Water Wagon**- The water car provides most of the water storage for this machine. The water car is the sixth car in the machine consist; it is located between grind car 4 and the camp car 2. The water car contains a water tank, water pump. The water tank can be filled with a maximum of 55000Ltr of water.

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- f. **Camp Coach-** The Camp Coach & Camp car with rear controls in Rail Grinding Machine (RGM-96 Stone) consist have been manufactured as per M/s BEMLS Drawing Nos. SK.No.4497 ALT.1 & SK.No.4498 ALT.1 and the bogie Suspension Arg. Drg. No. as per M/s BEMLS 812-80001ALT.2; 812-80011ALT.2 respectively. The maximum axle load, wheel base and wheel diameter of camp coach; camp car with rear control are 16.25 t, 2896 mm and 915mm respectively. The design speed of Camp Coach is 105kmph when running in train formation as a dead vehicle.

There are two camp cars in the machine. They contain a kitchen, dining room, lavatories, sleeping quarters and a control room. Camp coach-1 also consists of Rear Control Cabin having travel console for travelling, cameras and monitors for rear view and (Rail Profile Measurement System) RPMS system.

g. **Safety features and other Items:**

- a. **Heat detection system:** A Heat Sensor (Linear Heat Detector) is installed in the engine area of all Grind Cars (GC). In case of detection of excessive heat, a yellow caution message appears at the bottom of the HMI Screen of operator's console.
- b. **Flame Detector Sensor-** An Ultrasonic and Infrared fire detection device is also installed for detection of flames and abnormal temperature surge. If possible flames are detected; a yellow caution message banner appears at the bottom of the HMI screen. If a fire is detected, a blinking red Urgent message banner appears at the bottom of the HMI screen.
- c. **RTD (Resistance Temperature Detector) sensors** are provided in buggies, which continuously detect the temperature (during grinding). Whenever, temperature rises more than the set value, it gives alarm on the HMI screen.
- d. **Train Alert Buttons:** A train alert warns personnel of an approaching train. The Train Alert warning buttons activate the train alert warning system when pressed. The train alert siren and strobe lights are activated for 05 seconds after that they automatically shut down.
- e. **Emergency Stop (E-Stop):** The Machine E-Stop button is hard-wired to electronic components. When the button is pressed, an electronic interlock is generated to bypass the system's software and apply the emergency brakes; raise the grind modules; and shut down the engines, traction system, and electrical power (except backup power to the lights, Train Alert, and radios).
03 nos. of Machine E-Stop buttons have been provided in RGM. 01 in Rear Control Car 02 are in Front Control Car.
- f. **Engine Emergency Stop:** This button is available locally on the Engine controller panel of all Grind Cars. It stops the engine in case of emergency.
- g. **Traction system shutdown button:** It is available locally on the Traction system controller in the FGC and can be used to cut off the traction so that the machine cannot be moved during maintenance.
- h. **Grinding system lift/stop:** This button is present in the operator left console and can be used to lift the grinding system in case of emergency.
- i. **Emergency stop button on Air Compressor:** This button is present on the T1 micro PLC controller of the air compressor for emergency use.
- j. **Fire Extinguishers:** Two 02 kg fire extinguishers (02/04 kg capacity) of DCP type are available in the machine to deal with any fire condition.

Cameras:

Camera systems send video feeds to the video monitor in the control cab.

There are two types of cameras:

- Sequence cameras - display where the grind modules should sequence when the machine is grinding.
- Travel cameras - display machine movement when the machine is moving.
- l. **Exterior Cab Lights-** (a) High Beam Headlights (b) Marker Lights (c) Low Beam Headlight (d) Strobe Light
- m. **Hand Brakes-** one each in grind car water wagon & camp coach in the control panel
- n. **Water Spray Assembly:** During course of grinding, sparks are generated. To suppress these sparks RGM is equipped with Tie Sprays, Ditch Sprays, and Water Water Canon System.
- o. **Radio and Walkie Talkie -** Machine is equipped with base station radio (VHF - UHF) both in front car and camp car for communication with the crew staff. Also, 06 walkie talkies are provided for the staff during grinding and maintenance activities.

5. Dust Collection:

The dust collection system captures and filters out grind dust. The airflow through this system cools the grind motors. Grind dust is drawn up through vents in the underside of the frame and ducted to the dust collection filter system at the rear of the Grind Car. The dust falls into the dust hopper and is then discharged by the dust auger. The dust auger disposal direction is controlled from the HMI computer.

The filtered air is ducted and vented out to the top of the dust collector. Indirect venting of the filtered air reduces air velocity and noise level. Venting the hot grinding dust away from the grind buggies helps keep the grind buggy area at a moderate temperature. If the pressure differential between the dirty side of the dust filters and the clean side is higher than the predetermined set point, a timed purge system provides a momentary back pressure air pulse to dislodge compacted dust from the filters.

6. Stabling the machine at siding

During the stabling of the machine at the siding it is to be ensured that

- a. The lock pins are properly secured in place.
- b. All the panels, generator and tool boxes are locked and secured.
- c. The battery isolating switch to be switched off.
- d. The manual parking brake to be applied.
- e. Wheel Skids are placed under wheels and latched with rail using chain.

System to avoid Metallurgical damage in RGM

RGM is equipped with an inbuilt mechanism to stop the grinding & lift the grinding wheels/carriages when the operating temperature falls below a certain minimum point to avoid metallurgical damage due to heat accumulation.

Power and Propulsion System:

Machine Power: 1350 BHP @ 1800 RPM

04 nos. Engine (Each in 04 Grind Cars) Make: Cummins, Model: C5180G1NP2, Running the 04 nos. generators in Synchronous mode @ 1800 RPM.

Supply Power: For power load the gens are rated @ 1350 BHP @ 1800 RPM.

9. Electrical Protection Equipment

- a. **Circuit Breakers-** Following circuit breakers are installed in the machine.

- i. Generator Main Circuit in each car.

- ii. Grind Car Main Distribution Circuit.

- iii. Train Main Distribution.

- iv. All the gens connected to bus bar.

- b. **Motor Protector (MPCB)**- It is used with a 3-phase supply, 480V Motors for its protection. It is a combination of Circuit Breakers and Overload Protection.
- c. **Fuses** - A Fuse of specific current rating, is used to protect particular components from overload and short circuits.
- d. **Disconnect Switch** - Disconnect switches are available with electrical components to On or Off Electrical Power when required.
- e. **Chassis Ground**- The mainframe of machine to bogie is provided with earthing/ground cables. All the electrical lockers/boxes are grounded.
- f. **SFC (Static Frequency Converter)** - Components particularly in Camp Cars are made to operate with 50Hz frequency so SFC is used to provide them AC Electrical supply of appropriate frequency.

10. Brake System:

Proposed rolling stock is equipped Air Brake arrangement (Twin Pipe braking system), which comprises of following-

- a. **Indirect Brake**- This brake is applied on machine with coupled camping coach/wagon automatically when air pressure of BP line releases through A9 valve or due to drop in air pressure due to leakage in the system.
- b. **Direct Brake** - Direct Brake is applied when machine works individually.
- c. **Emergency/Dump Brake** - This is applied directly on the each rolling stock of the machine in the case of emergency for immediate stopping.
- d. **Parking Brake** - Hand operated brake systems are provided on each of the grinding cars for stabling.

11. Suspension System - The suspension consists mainly of a normal spring damper system which supports the structural suspension of the carriage and entire machine. These damper systems are present in every bogie existing between the axle box and the bogie. There are different types of bogies in the machine:

- a. **Suspension in Ganz bogie** - The machine is provided with two Ganz bogie which contains the primary and secondary suspension system. It is fitted in the Control Car of the machine.
- b. **Suspension in CASNUB Bogie**- The machine is provided with Idler Casnub bogie which has a primary and secondary suspension system to absorb the jerks and vibrations of the track. It is fitted in GC-1 to GC-4 and in Water Car.
- c. **Suspension in ICF Bogie** - The machine is provided with Idler ICF bogie in both camp cars for providing comfort ride to the on-board staff.

12. Block Working:

To analyse the rail wear, lost area and GQI for 96 Stone Rail Grinding Machine, the qualitative test of proposed machine was done on tangent track between DSI-LPNR section on main line between Km 6/350 to 4/0.0. Observations were recorded pre and post separately (1 on Left and Right) and the machine was operated at a speed of 23 kmph on a normal and sustainable basis on a 60-Rg (50 LRS) rail section. Patterns used were 1-1 on Left and Right. It was observed that the profile of the ground rail section is not deformed after the metal test. Average GQI value of 2.0 was achieved which is considered satisfactory. Detailed Test Report is attached as Annexure-A.

Signature of _____

_____ Machine Operator / Machinery Engineer as per the OEM as per the manual.

14. Number of operators and allied staff for the machine:

Minimum 12 staff including 3 supervisors at a time. The machine shall be operated by CEM's staff and there will be one competent Railway staff to call out signal and perform other function.

15. Sample check of Dimensions:

I. The following sample dimensions were checked in Rolling Stock:

SN	Test Parameter	RS type	Value (in mm) as per Drawing	Measured Value (mm)
1	Maximum Vehicle Length	Control Car	19304	19315
		Grind Car	19304	19310
		Water Tank Wagon	11491	11485
		Camp Coach	21337	21330
2	Maximum Vehicle Width	Control Car	3022	3020
		Grind Car	3153	3155
		Water Tank Wagon	3191	3155
		Camp Coach	3245	3240
3	Distance between bogie centres	Control Car	13106	13200
		Grind Car	13106	13160
		Water Tank Wagon	8391	8370
		Camp Coach	14783	14800
4	Floor Height	Control Car	1629	1620
		Grind Car	1672	1670
		Water Tank Wagon		
		Camp Coach	1282	1307
5	Min. clearance from rail level	Control Car	-	166
		Grind Car	-	160
		Water Tank Wagon		260
		Camp Coach		250
6	Height Of Coupler/Buffer Above Rail Level	Control Car	1031/1024	1050
		Grind Car	1065/1056	1020
		Water Tank Wagon	1105	1089
		Camp Coach	1085	1100
7	Bogie Wheel Base	Control Car	2500	2500
		Grind Car	2000	2050
		Water Tank Wagon	2000	2030
		Camp Coach	2896	2900

*All measurements were taken on track with tapes. In some cases there may be slight variation due to accuracy of tape, condition of track, undulation of body of the rolling stock and access to locations.

All measurements were found within limits.

II. MMD infringement:

The Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" supplied by M. LORAM, USA, infringes clause 31 Chapter IV(A), Schedule 5 of Indian Railway Schedule of Dimensions (ISD), Revised 2004, floor height of Control cars is 1620mm instead of 1645mm (infringement by 25mm) and floor height of Grind Cars is 1681mm instead of 1645mm (infringement by 36mm) which has been approved by Railway Board vide letter No.2022/CEDO/SD/RS/02 dated 19.02.2022.

Some of the photographs taken during above inspection are enclosed at Annexure-B.

DA as above

(Janak Kumar Sarg)

Chief Commissioner of Railway Safety



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



No.2023/CEDO/SR/23/LHB(07 Nos.)-160lmpH

New Delhi, dated 29.11.2023

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

The General Manager,
All Indian Railways

Sub: Introduction of LHB EOG Generator Car (LWLRRM2), AC-I CC (LWFCZAC2), AC-II CC (LWSCZAC2), AC-I Sleeper (LWFAC2), AC-3 Tier (LWACCN2), AC-2 Tier (LWACCW2) & AC Hot Buffet Car (LWCBAC2) fitted with pneumatic suspension (air spring capacity 120KN) at secondary stage on FIAT Bogies, up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways

Ref: (i) CCRS office letter no. Q.12011/05/2023-24-T.W, dated 29.08.2023

(ii) RDSO's letter no. SV.FIAT(SC)/Sanction/Rajdhani EOG, dated 19.04.2023.

(iii) RDSO's Revised Final Speed Certificate (FSC) no. SV.AS.ML, dated 03.08.2023

With reference to RDSO above application {ref.i}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated **post facto sanction** for introduction Introduction of LHB EOG Generator Car (LWLRRM2), AC-I CC (LWFCZAC2), AC-II CC (LWSCZAC2), AC-I Sleeper (LWFAC2), AC-3 Tier (LWACCN2), AC-2 Tier (LWACCW2) & AC Hot Buffet Car (LWCBAC2) fitted with pneumatic suspension (air spring capacity 120KN) at secondary stage on FIAT Bogies, up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways with the following stipulations :

A. For operation of coaches upto 130 kmph-

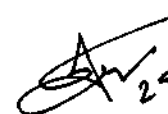
- (i) Observance of all conditions laid down in RDSO Revised Final Speed certificate no. SV.AS.ML dt. 03.08.2023 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

[Signature]
29.11.23


- (ii) All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Kmph should be strictly complied.
- (iii) For speed above 110 Kmph & up to 130 Kmph, Railway shall ensure provision of sturdy fencing of standard design in compliance of Para 202 of IRPWM 2020 to prevent accidents related to trespassing.
- (iv) All the level crossings shall be manned with telecommunication facilities and interlocked for operation of trains at speed upto 130 kmph. Replacement of all level crossing, by Grade Separators shall be planned while proposing increase of speed.
- (v) 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.
- (vi) Zonal Railway shall interpret the results of runs of OMS, TRC and Oscilograph Car and ensure corrective & preventive action, as considered necessary.
- (vii) 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 followed.
- (viii) Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.
- (ix) Coaches shall be maintained as per "Maintenance manual for LHB Coaches.
- (x) In case of enroute breakage of primary coil spring action as per instructions contained in RDSO letter no. SV.FIAT Spring dt. 18.08.22 shall be taken.
- (xi) Earthing in the coach body & all the panels shall always be properly maintain

B. In addition of above, following stipulation shall be applicable for operation of coaches beyond 130 kmph and upto 160 kmph-

- (i) Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face trains having speed more than 130 kmph. Suitable guidelines shall be issued by the Railway in this regard.
- (ii) Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.

 25.11.22

- (iii) Provision of Train Protection Warning System (TPWS) shall be ensured on the route for operation at speed more than 130 Kmph.
- (iv) Level crossing gates should not be permitted as mandated under Para 202 of IRPWM 2020 for 160 kmph speed. In exceptional cases, relaxation should be taken but duly ensuring adequate safety measures for public safety including deployment of RPF and such gates should be eliminated on high priority. Hangers/frills may be provided on the booms of lifting barriers to prevent cases of 2 wheelers public passing underneath closed gate.
- (v) Railway shall ensure provision of sturdy fencing of standard design to prevent trespassing by human & cattle to comply Para 202 of IRPWM 2020.
- (vi) At locations which are prone to trespassing even after provision of fencing, suitable RUB of restricted height (2mx2m) should be constructed for crossing of pedestrian as well as cattle.
- (vii) For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms. RPF/station staff shall be exclusively deployed on platform at the time of passing of above locomotive for safety of public duly ensuring suitable precautionary measures.
- (viii) Periodic drives shall be conducted to check and prevent trespassing by RPF with concerned departments by way of counseling of residents of land adjoining railway track and by conducting surprise check.
- (ix) Zonal railway shall ensure suitable mechanism to ensure strict compliance of provisions of various manuals with respect to preventive measures for rail/weld failures. Rail grinding at regular interval shall be done on the entire route for better riding behavior and to avoid rail fracture/weld failures. Regular greasing of all the curves in the section shall be ensured.
- (x) Track geometry shall be ensured compliant to prescribed 160 kmph speed norms as per Para 522 of IRPWM 2020 and monitored once in a month by OMS, once in two months by Track Recording Car and once in four months by Oscillograph car. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph car and ensure corrective & preventive action.
- (xi) Stipulated corridor blocks shall be regularly granted for ensuring track maintenance to required standards considering need of intensive track monitoring/maintenance at higher speed.


29.11.23

(xii) As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, Dated 09.06.2004 and RDSO's Report no. CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 Km/h:

- (a) Well lighted all weather covered area for under gear examination and maintenance of sub assemblies.
- (b) Boundary wall for safety and security of the rake and the facilities.
- (c) Automatic washing plant at entry point.
- (d) Wheel profile measurement and re-profiling system.
- (e) In-situ wheel changing facility.
- (f) Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
- (g) A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipment.

Aw 29.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No.2023/CEDO/SR/23/LHB(07 Nos.)-160lmp/h

New Delhi, dated 29.11.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/05/2023-24-T.W, dated 29.08.2023
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. EDME(Chg), Railway Board

Aw 29.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail
Aw 30/11/23 ADE(CIVIL)

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~~E-3405651~~
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No.2022/CEDO/SR/PC-6/O

New Delhi, dated 04.09.2023

24.11.2023

**The General Manager,
Western Railway,
Churchgate, Mumbai**

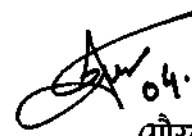
Sub: Amendment in Policy Circular No.6

Ref: (i) COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022

(ii) RDSO letter no. SD.Pol.11, dated 17.11.2023

Please find enclosed herewith RDSO letter no. SD.Pol.11, dated 17.11.2023, wherein it may be concluded that it will not be appropriate to amend the Para no. 6.1.3 of Policy Circular no. 6.

In view of above, Railway is requested to take necessary action accordingly.

 04.09.23

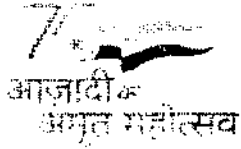
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address : dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Coaching, Railway Board
2. PCOM, Western Railway, Hq. Office, Churchgate, Mumbai

Issued through gmail
A/10/11/23
ADEC(CIVIL)



No.2022/CEDO/SR/PC-6/0

New Delhi, dated 04.09.2023

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

Sub: Amendment in Policy Circular No.6

Ref: COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022

Please find enclosed herewith COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022, wherein requested to amend Para No. 6.1.3 of Policy Circular No. 6 from "requirement of platform length for the entire train instead it should be modified to requirement of platform length for only passenger carrying coaches." LWLRRN(Power Car) and LVPH should be excluded specially in the above Para.

In view of above, RDSO is requested to examine the issue and submit proposal for amendment in Policy Circular No.6, if required at the earliest.

(Signature) 04.09.2023
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Coaching, Railway Board
2. PCOM, Western Railway, Hq. Office, Churchgate, Mumbai

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27

File No. 2022/CEDO/SR/PC-6/0 (Computer No. 3405651)
1563016/2023/CEDO SECTION

File No. 2020/Chg/23/11/Computer No. 2318970
1533355/2023/Punctuality Cell
File No. WR-HQD/PTG (CEM)/28/2022 Dtd BY COM/CHG/WR

WESTERN RAILWAY

HQ Office,
Churchgate, Mumbai.

No. T96/10(OF) 19483/19484 ADI -BJU Exp
Comp No. 332328

Date: 19/10/2022

PED (Chg).
Railway Board,
New Delhi.

Sub: Amendment in Policy Circular No.6.

Ref: 1) Railway Board's letter no. 2020/TC(FM)/10/09 dt 12.05.2016.

2) Railway Board's letter no. 2016/TC(FM)/10/15 dt 29.09.2020.

Vide Railway Board's letter under reference no. 1, attachment of VPU/ VPH as a 25th coach has been permitted in ICF train and vide letter under reference no 2, attachment of LVPH has been permitted as 23rd coach in LHB train. However, whenever any proposal for attachment of VPU as 23rd in LHB or 25th coach in ICF is moved, Engineering department is not providing necessary consent to form JSC citing the reason of non availability of full length platform up to 24 LHB coaches or 26 ICF coaches not only for originating or terminating stations but also for all enroute stations.

In present scenario, platform length at several stations particularly in road side stations is not complete up to 24 LHB or 26 ICF coaches. Developing the length of platform is also a cumbersome process like making a plan in IRPSM, getting it sanctioned, getting fund allocation, allotment of tender, implementation and completion of work may take several months or years. At some stations, feasibility of providing such high level platform is also not technically feasible as this may involve changeover in crossover, signaling system or in fact complete yard re-modeling having huge financial implications.

In such scenario, the entire purpose of flexibility of running VPU as 23rd in LHB or 25th in ICF trains get defeated. Since such proposals are revenue generating proposals, the loss in earnings may be in crores. This issue has been flagged several times at Zonal level, but citing Policy Circular No. 6, Engineering department has several times turned down the proposal.

In view of above, Railway Board is requested to amend Para no. 6.1.3 of Policy Circular No.6 from "requirement of platform length for the entire train instead it should be modified to requirement of platform length for only passenger carrying coaches". LWLRRM (Power Car) and LVPH should be excluded specifically in the above para.

Necessary amendment may be issued at the earliest.

19/10/22
at 10.27 AM

Digitally Signed by
Chittaranjan Swain
COM/WR
Date: 19-10-2022 11:58:36
Reason: Approved



File No.RDSO-MP0LKO(SC)/34/2020-O/o JD/SC/MP/RDSO

भारत सरकार - रेल मंत्रालय
अनुसंधान अधिकल्प और मानक संगठन
लखनऊ - 226011
EPBX +91 (522) 2451200
FAX +91 (522) 2458500

Government of India - Ministry of Railways
Research Designs & Standards Organisation
LUCKNOW - 226 011
DID +91 (522) 2450115
DID +91 (522) 2450110



No. SD.Pol.11

Dated : As Signed

निदेशक सिविल इंजीनियरिंग (जी)
रेलवे बोर्ड
नई दिल्ली

Sub: Amendment in Policy Circular No.6 (2023)

Ref: DCE(G), Railway Board New Delhi letter no.-2022/CEDO/SR/PC-6/O dated 04.09.2023.

Vide letter under reference, Railway Board has requested to examine the issue indicated in COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022 and submit the proposal for amendment in Policy Circular No. 6, if required at the earliest. As per WR letter enclosed with letter under ref, WR has requested to amend Para No. 6.1.3 of Policy Circular No. 6 from "requirement of platform length for the entire train instead it should be modified to requirement of platform length for only passenger carrying coaches. LWLRRM (Power Car) and LVPH should be excluded specially in the above Para".

Accordingly, all concerned Dtes. of RDSO were requested to furnish the remarks on above said proposal for amendment in Para No. 6.1.3 of Policy Circular No. 6 (2023). In this regard, comments have been received from Traffic & Psycho-Tech Dte., B&S Dte. and Track Dte.

Based on the comments received from the above directorates, it may be concluded that it will not be appropriate to amend the Para no. 6.1.3 of Policy Circular no. 6. However, Traffic & Psycho-Tech Dte. is of the view that a clarification may be given to Zonal Railways that the attachment of VPU/VPH need not be scrutinized under para 6.1.3 of the said policy for the following reasons.

1. VPU/VPH is a special type of coaching vehicle which is attached to a scheduled passenger train on party demand and may not form permanent composition of the train.
2. Normally, it is booked end to end and its loading is done on a separate platform other than the passenger platform where scheduled train is placed. After loading, it is attached to a designated train at originating station and detached from the train at destination station and thereafter, it is unloaded.
3. For commercial and maintenance purpose, it doesn't require the facilities of a designated regular train rake. Sometimes en-route loading/unloading is allowed on the demand of the booking party which can be avoided by the concerned railways in case of unavailability of required platform length at a particular station because it may cause inconvenience to the labour. End to end VPU/VPH doesn't require full length platform at intermediate stopping stations.
4. Attachment of VPU/VPH does not require pit maintenance along with the regular composition of designated train and also doesn't require watering facility and lighting arrangements at intermediate stopping en-route stations, which are the main consideration points for taking GM's approval under this policy.
5. The only consideration for attachment of VPU/VPH may be the maximum permissible load of coaches in the rake of a train length and availability of adequate CSL at en-route stations.

This is for kind information.

Digitally Signed by Nitin
Mehrotra
Date: 17-11-2023 15:22:12
Reason: Approved

(नितिन मेहरोत्रा)
कार्यकारी निदेशक/चालन शक्ति

No. 2023/CEDO/SR/25/NMGHS-FS

New Delhi, Dated 23.11.2023

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

Sub: Introduction of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHS-FS) fitted with ICF all coil bogies having improved friction snubber in lieu of dashpot oil arrangement fitted with self-lubricating guide bush at primary suspension as per RDSO's Drawing no. RDSO/CG/DRG/21008 Alt.1, up to a **maximum operational speed of 110kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

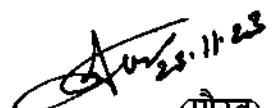
Ref: (i) RDSO's letter no. letter no. SV.SHABS/Sanction/NMGHS-FS, dated 19.10.2023
(ii) RDSO's Final Speed Certificate (FSC) no. SV.SHABS, dated 13.10.2023
(iii) CCRS office letter no. Q.12011/14/2023-24-TW, dated 23.11.2023

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHS-FS) fitted with ICF all coil bogies having improved friction snubber in lieu of dashpot oil arrangement fitted with self-lubricating guide bush at primary suspension as per RDSO's Drawing no. RDSO/CG/DRG/21008 Alt.1, up to a **maximum operational speed of 110kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

- Friction liners have been provided in Friction Snubber Assembly. It must be made **MUST CHANGE** in suitable maintenance schedule (to be specified by RDSO) to ensure that friction lining with required thickness last upto that schedule.
- An exercise may be conducted at workshop level to pinpoint tell-tale sign for broken spring of Friction Snubber assembly.
- Multi-body Dynamic Simulation may be conducted to find out impact on riding of the vehicle in case of ineffective friction snubber due to broken spring.
- RDSO shall prepare a drawing showing loading pattern of automobiles in the coach. The specification of the lashing material/strip along with lashing procedure may also be indicated in the drawing.
- Zonal Railways shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.
- Transportation Code "NMGHS-FS" must be stencilled on the end wall at the specified place.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.


(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

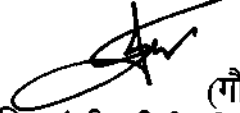
30

No. 2023/CEDO/SR/25/NMGHS-FS

New Delhi, Dated 23.11.2023

Copy forwarded for information to :

1. Executive Director (Standards) Carriage, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Chg) Railway Board


(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail
@Harme
21/11/23 ADE(CIVIL)



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-280
फैक्स/Fax-0522-2233085, 2233087
E-mail : chiefcom@rediffmail.com

31

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या--Q.12011 / 14 / 2023-24-त.वि

दिनांक-23.11.2023

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

Sub: Introduction of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHS-FS) fitted with ICF all coil bogies having improved friction snubber in lieu of dashpot oil arrangement fitted with self-lubricating guide bush at primary suspension as per RDSO's Drawing no. RDSO/CG/DRG/21008 Alt.1 up to a maximum speed of 110 kmph for use by any Railway.

Ref: (i) Director General/RDSO's letter no. SV.SHABS/Sanction/NMGHS-FS dt. 25.10.2023
(ii) RDSO's Final Speed Certificate no. SV.SHABS dt. 13.10.2023

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of 110 kmph for use by any Railway on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Statutory inspection of the subject rolling stock was carried out by CCRS on 22.11.2023 at Safdarjung Railway Station (DSJ), Northern Railway. Inspection report of the rolling stock is enclosed as **Annexure-1**.

Case has been examined by this office in light of abovementioned documents and is found to be in order. Accordingly, the same is being forwarded to Railway Board with the *recommendation for the sanction of the Central Government for operation of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHS-FS) fitted with ICF all coil bogies having improved friction snubber in lieu of dashpot oil arrangement fitted with self-lubricating guide bush at primary suspension as per RDSO's Drawing no. RDSO/CG/DRG/21008 Alt.1 up to a maximum speed of 110 [ONE HUNDRED TEN] kmph for use by any Railway subject to compliance of the conditions mentioned in Annexure-2.*

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of 'Automobile carrier Coach NMGHS-FS' are enclosed as **Annexure-3**. The compliance of the same should be submitted to the Commission before introduction of the subject rolling stock.

This issues with approval of Chief Commissioner of Railway Safety.

Ahmad
Nadeem
Siddiqui

Digitally signed by
Ahmad Nadeem Siddiqui
Date: 2023.11.23 11:33:04
+05'30'

संलग्नक: यथोक्त

प्रतिलिपि:

महानिदेशक
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ-226011

(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

Conditions to be ensured by the Railway for operation of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHS-FS) fitted with ICF all coil bogies having improved friction snubber in lieu of dashpot oil arrangement fitted with self-lubricating guide bush at primary suspension as per RDSO's Drawing no. RDSO/CG/DRG/21008 Alt.1 up to a maximum speed of 110 kmph for use by any Railway

1. Observance of all conditions laid down in RDSO's Final Speed Certificate SV.SHABS dt. 13.10.2023. Remarks of the Railways against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
3. As per Para 7.8.9 of IRSEM 2021, Important minimum signalling features shall be ensured during train running.
4. As per Para 6.1.2 of Policy circular-6 dt. 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
5. POH and IOH of the rolling stock shall be done as per maintenance pattern of ICF coaches.
6. Railway should do proper corrosion study of headstock and underframe before undertaking ICF coach for conversion.

Ahmad
Nadeem
Siddiqui

Digitally signed by
Ahmad Nadeem
Siddiqui
Date: 2023.11.23
11:33:19 +05'30'

Measures to be taken before introduction of Automobile carrier Coach NMGHS-FS

Statutory inspection of the rolling stock by the CCRS was carried out on 22.11.2023 at Safdarjung Railway Station (DS)), Northern Railway, New Delhi. Para 2 of CCRS Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

1. Friction liners have been provided in Friction Snubber Assembly. It must be made MUST CHANGE in suitable maintenance schedule (to be specified by RDSO) to ensure that friction lining with required thickness last upto that schedule.
2. An exercise may be conducted at workshop level to pinpoint tell-tale sign for broken spring of Friction Snubber assembly.
3. Multi-body Dynamic Simulation may be conducted to find out impact on riding of the vehicle in case of ineffective friction snubber due to broken spring.
4. RDSO shall prepare a drawing showing loading pattern of automobiles in the coach. The specification of the lashing material/strip along with lashing procedure may also be indicated in the drawing.
5. Zonal Railways shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.
6. Transportation Code "NMGHS-FS" must be stencilled on the end wall at the specified place.

Ahmad
Nadeem
Siddiqui

Digitally signed by
Ahmad Nadeem
Siddiqui
Date: 2023.11.23
11:33:32 +05'30'

No. 2023/CEDO/SD/RS/13/ Office on Wheels

New Delhi, dated 08.11.2023

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

Sub : Condonation of infringement to IRSOD (BG), Revised-2022 by maximum height above for centre of buffers & CBC couplers (936mm) of Office on Wheels coaches i.e. Office on Wheels Car-I [Transportation Code: LRAACOW1], Office cum Meeting Car [Transportation Code: LRAACOM] & Office on Wheels Car-II [Transportation Code: LRAACOW2] to layout drawing nos. ICF/SK-3-9-0-403 alt.-a, ICF/SK-3-9-0-404 alt.-a, ICF/SK3-9-0-405 alt.-a respectively on LHB platform manufactured by ICF/Chennai

Ref : (i) CCRS office letter no. Q.14011/06/2023-24-TW, dated 19.10.2023
(ii) RDSO letter no. CT/DHS/3/COACHES, dated 11.10.2023

With reference to RDSO above applications dated 11.10.2023 (ref.(ii)), sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD (BG), Revised-2022 by maximum height above for centre of buffers & CBC couplers (936mm) of Office on Wheels coaches i.e. Office on Wheels Car-I [Transportation Code: LRAACOW1], Office cum Meeting Car [Transportation Code: LRAACOM] & Office on Wheels Car-II [Transportation Code: LRAACOW2] to layout drawing nos. ICF/SK-3-9-0-403 alt.-a, ICF/SK-3-9-0-404 alt.-a, ICF/SK3-9-0-405 alt.-a respectively on LHB platform manufactured by ICF/Chennai, as shown in detail enclosed with above mentioned application, detail of infringements as under: :

- i. **Clause 14-** Maximum height above Rail level for centre of buffers & CBC couplers for fully loaded vehicles by 94mm (i.e. 936mm instead of 1030mm)

Aw 08.11.23
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address : dceg@rb.railnet.gov.in

No. 2023/CEDO/SD/RS/13/ Office on Wheels

New Delhi, dated 08.11.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement Q.14011/06/2023-24-TW, dated 19.10.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME/Coaching, Railway Board, New Delhi

Aw 08.11.23
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through g mail
Aw
09/11/23
ADE (CIVIL)



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



No. 2023/CEDO/SR/21/FMP-22t-100-IR-DFCCIL

New Delhi, dated 06.11.2023

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

The General Manager,
All Indian Railways

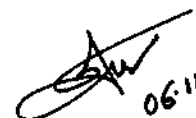
Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of Multipurpose Flat wagon FMP [Max. Axle Load 22t] to RDSO's Drawing no. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B) up to a maximum speed of 90 kmph in empty condition i.e. *without trucks* and up to a maximum speed of 100 kmph in empty & loaded condition i.e. *with trucks* over Indian Railways, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

- Ref: (i) RDSO letter no. MW/RORO dated 17.04.2023 & dated 17.08.2023
- (ii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/RORO dated 03.04.2023 & Amendment No.1 dated 10.08.2023
- (iii) CCRS letter no. Q.12011/01/20232-24-T.W., dated 17.07.2023

With reference to RDSO above application dated 17.04.2023 {ref.i}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of **Multipurpose Flat wagon FMP [Max. Axle Load 22t]** to RDSO's Drawing no. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B) up to a **maximum speed of 90 kmph in empty condition i.e. *without trucks* and up to a maximum speed of 100 kmph in empty & loaded condition i.e. *with trucks*** over Indian Railways, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations :

- Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/RORO dated 03.04.2023 along with its amendment no. 1 dated 10.08.2023 for operation up to a maximum speed of 90 kmph in empty condition i.e. *without trucks* and up to a maximum speed of 100 kmph in empty & loaded condition i.e. *with trucks* shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- 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.
- All the stipulations mentioned in the Drg No. WD-23037-S-01 shall be ensured by Zonal Railway/DFCCIL/private party during loading of the road vehicles/steel coils/containers etc.


06.11.23

- iv. Zonal Railways/DFCCIL shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during various processes involved in loading & unloading operation.
- v. In case of empty movement of the rake, lashing/locking material should either be removed or secured properly on the floor of the wagon to avoid its hanging during the run.
- vi. The person guiding the movement/stabling of the Road vehicle shall ensure that it is placed on the wagon in such a manner that its tyres just touch the stopper/sand bag. Such person shall be clearly identified in point (iv) above of this Para.
- vii. Certificate issued by the authorized "Static Weigh Bridge" indicating the gross weight of the road vehicle must be deposited with Railway/DFCCIL before loading on the wagons to ensure that road vehicles having wt. in excess of 55t are not loaded.
- viii. In case of consignment falling under the category of ODC, the stock shall be operated as per the Railway Board's extant instructions on the subject.
- ix. Hand Brakes of the wagons are to be in applied condition in the entire rake during loading operation.
- x. Hand brakes and other safety related equipment of the road vehicles should be checked before loading them on the wagons.
- xi. No person shall be permitted to accompany the truck or any other road vehicle loaded on the proposed wagon.
- xii. In case of persons (motor vehicle driver) travelling in a suitable vehicle attached to the train consisting of the proposed wagons following shall be ensured.
 - a. Their ID proofs shall be deposited with the Railway/DFCCIL before the commencement of journey.
 - b. Since the travel time is likely to be more than 4 hours, suitable facilities including toilet and food arrangement should be provided.
- xiii. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- xiv. No overdue in track/rolling stock maintenance shall be permitted

Aw 06.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/21/FMP-22t-100-IR-DFCCIL

New Delhi, dated 06.11.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/01/20232-24-T.W., dated 17.07.2023
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. EDME(Fr), Railway Board

Aw 06.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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Aw 06.11.23
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No. 2023-CEDO-SR-03-BOXNHL25T-DFCCIL-100-70

New Delhi, dated 06.11.2023

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

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001.

Sub: Introduction of rolling stock Broad Gauge Bogie open wagon type 'BOXNHL25T' with Maximum Axle Load: 25t to RDSO's Drawing No. WD-15019-S-01 Alt.1 or latest for operation up to a maximum speed of 100 kmph in empty and 70 kmph in loaded conditions over routes of Eastern and Western Dedicated Freight Corridors of DFCs by DFCCIL

- Ref:** (i) RDSO letter no. MW/SPD/BG/BOXNHL25T, dated 20.06.2022
(ii) RDSO First Revised Final Speed Certificate no. MW/SPD/BG/ BOXNHL25T, dated 29.11.2021
(iii) CCRS letter no. Q.13011/01/2015-16-T.W, dated 30.12.2022

With reference to RDSO above application {ref.i}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of rolling stock Broad Gauge Bogie open wagon type 'BOXNHL25T' with Maximum Axle Load: 25t to RDSO's Drawing No. WD-15019-S-01 Alt.1 or latest for operation up to a maximum speed of 100 kmph in empty and 70 kmph in loaded conditions over routes of Eastern and Western Dedicated Freight Corridors of DFCs by DFCCIL with the following stipulations :

- As the track of EDFC is mostly parallel to passenger line (Delhi-Howrah line), DFCCIL and concerned Zonal Railway should issue JPO regarding immediate exchange of information in case of any kind of accident on their Railway line and actions to be taken thereafter."*
- Observance of all conditions laid down in RDSO First Revised Final Speed Certificate no. MW/SPD/BG/BOXNHL25T, dated 29.11.2021 for operation up to a maximum speed of 100 kmph in empty and 70 kmph in loaded conditions shall be ensured on the DFCs while seeking the sanction of MD/DFCCIL, for introduction of rolling stock on the DFCs. All the documents required for the sanction of General Manager 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.
- 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.
- Wagons conforming to the stipulations mentioned in RDSO's letter no. MW/BOXNHL dated 15.10.2015 shall only be selected for operation with 25t axle load. Maintenance of these wagons shall also be done as per the instructions contained in this letter.

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- v. Stencilling of "BOXNHL25T" shall be done as shown in the RDSO drawing no. WD-15019-S-02.
- vi. Para 3.3.1.2 of RDSO's Final Speed certificate no. MW/SPD/BG/BOXNH25T dated 29.11.2021 to be amended as:
"In case of Rolling stocks/Train (having this wagon in its composition) having EBD of more than 1 km and non-provision of second distant signal/4 Aspect Automatic signalling in the section, action as per Para 7.8.9 of IRSEM (issue July 2021) shall be taken."
- vii. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- viii. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- ix. Adequate number of WILD and "Weigh Bridges" shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
- x. No overdue in track/rolling stock maintenance shall be permitted.
- xi. Separate maintenance regime shall be legislated for higher axle load route.
- xii. Right powering of loaded trains running with 25t axle load wagons shall be ensured.
- xiii. Rolling stock should not be mixed up with other stock having less axle load or speed potential.
- xiv. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- xv. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.
- xvi. 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.

06.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No. 2023-CEDO-SR-03-BOXNHL25T-DFCCIL-100-70

New Delhi, dated 06.11.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.13011/01/2015-16-T.W, dated 30.12.2022
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. PEDCE(P), Railway Board
6. EDME(Fr), Railway Board

06.11.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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06/11/23
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No.2023/CEDO/SR/19/BTPNM1(20.32t)/100-80-IR/100-DFCCIL

New Delhi, Dated 03.11.2023

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of POL Tank wagon 'BTPNMI' [Max. Axle Load: 20.32] to RDSO's Drg. No, WD-86081-S-51 Alt,II up to a **maximum speed of 100 kmph in empty and 80 kmph in loaded condition** over IR routes and routes of Eastern and Western Dedicated Freight corridors of DFCCIL

Ref: (i) CCRS office letter no. Q.12011/27/2022-23-TW, dated 15.05.2023
(ii) RDSO's letter no. MW/BTPN, dated 24.01.2023
(iii) RDSO's Final speed Certificate no. MW/BTPN, dated 23.01.2023 & its Amendment no. 01 dated 15.02.2023

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of POL Tank wagon 'BTPNMI' [Max. Axle Load: 20.32] to RDSO's Drg. No, WD-86081-S-51 Alt,II up to a **maximum speed of 100 kmph in empty and 80 kmph in loaded condition** over IR routes and routes of Eastern and Western Dedicated Freight corridors of DFCCIL, with the following stipulations:

- Compliance of all conditions laid down in RDSO's Final Speed Certificate no. MW/BTPN, dated 23.01.2023 and its Amendment No. 01 dt 15.02.2023. 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.
- For operation over DFC routes, GGM/Mechanical will get the service worthiness (track worthiness) certified from the adjoining/concerned Zonal Railway.
- Necessary safety precautions as mandated in the ACTM shall be taken while loading/unloading a commodity from the wagon on Petroleum siding
- Only wagons with functional twin-pipe brake system shall be permitted to run at 75 Kmph and above.
- No overdue in track/rolling stock maintenance shall be permitted.

(Signature)
03.11.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

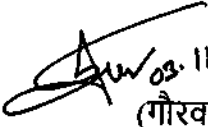
e-mail address: dceg@rb.railnet.gov.in

No.2023/CEDO/SR/19/BTPNM1(20.32t)/100-80-IR/100-DFCCIL

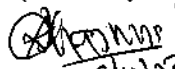
New Delhi, Dated 03.11.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/27/2022-23-TW, dated 15.05.2023
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


03.11.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through g mail

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आज़ादी का
अमृत महोत्सव

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

75
Azadi Ka
Amrit Mahotsav

No. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL

New Delhi, dated 03.11.2023

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of new rolling stock, Bogie Covered Autocar Trailer Wagon type 'ACT1' [Max. Axle Load 11t] to RDSO's Drg. No. WD-22029-S-01 Alt.02 up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition over DSDC and DSC routes of Indian Railways and routes of Eastern and Western Dedicated Freight corridors of DFCCIL

- Ref: (i) RDSO letter no. MW/PWDA/AUTOCAR/IVC dated 24.03.2023, 01.08.2023, 17.08.2023 & 24.08.2023
- (ii) Railway Board's letter No.2010/M(N)/951/23, dated 10.07.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/AUTOCAR/IVC dated 31.07.2023
- (iv) CCRS letter no. Q.12011/34/2022-23-T.W., dated 27.07.2023

With reference to RDSO above application dated 24.03.2023 (ref.i), sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Autocar Trailer Wagon 'ACT1' [Max. Axle Load 11t] to RDSO's Drg. No. WD-22029-S-01 Alt.02 up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition over DSDC and DSC routes of Indian Railways and routes of Eastern and Western Dedicated Freight corridors of DFCCIL, with the following stipulations :

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/PWDA/AUTOCAR/IVC, dated 31.07.2023. For operation up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction

03.11.2023

of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, 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. All the stipulations mentioned in Note of Drg. No. 23055-S-01 shall be strictly complied.
- iv. It shall be ensured that the wagon doors are in locked condition during its movement both in empty & loaded condition since open doors are likely to hit Railway assets. Zonal Railways shall issue necessary instructions to ensure proper closing of gates in empty/loaded condition.
- v. In case of consignment falling under the category of ODC, the stock shall be operated as per the Railway Board's extant instructions on the subject.
- vi. Hand Brakes of the wagons are to be in applied condition in the entire rake during loading operation.
- vii. Hand brakes and other safety related equipment of the road vehicles should be checked before loading them on the wagons
- viii. ROH/POH of the wagon shall be done in designated depot/workshop
- ix. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- x. No overdue in track/rolling stock maintenance shall be permitted

(Signature)
03.11.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No.2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL New Delhi, dated 30.08.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/34/2022-23-T.W., dated 27.07.2023
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. EDME(Fr), Railway Board

(Signature)
03.11.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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06/11/23 ADECC(VIC)



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आज़ादी का
अमृत महोत्सव

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

75
आज़ादी का
अमृत महोत्सव

No. 2023/CEDO/SD/RS/12/TAP2

New Delhi, dated 03.11.2023

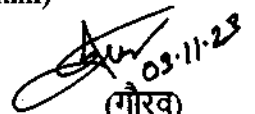
The Director General
Research Designs & Standards Organisation,
Manak Nagar, Lucknow-226011.

Sub : Condonation of infringements w.r.t. IRSOD (BG), Revised-2022 by maximum height (4350mm) of 'TAP2' wagon as per Drawing No. WD-23058-S-01 Alt.-1

Ref : (i) CCRS office letter no. Q.14011/05/2023-24-TW, dated 25.09.2023
(ii) RDSO letter no. CT/DG/LW/BALCO, dated 08.09.2023

With reference to RDSO above applications dated 08.09.2023 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD (BG), Revised-2022 by maximum height (4350mm) of 'TAP2' wagon as per Drawing No. WD-23058-S-01 Alt.-1, as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV(D) of IRSOD (BG), Revised-2022 is as under:

- i. **Clause 30-** Maximum height above Rail level for a width of 1015 mm on either side of the Centre of unloaded vehicles by 85mm (i.e. 4350mm instead of 4265mm)

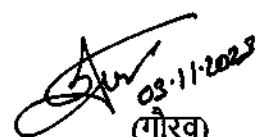

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

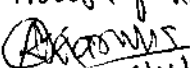
No. 2023/CEDO/SD/RS/12/TAP2

New Delhi, dated 03.11.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement Q.14011/05/2023-24-TW, dated 25.09.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME/Fr, Railway Board, New Delhi


(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through g mail

06/11/23
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, dated 31.10.2023

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

The General Manager,
All Indian Railways

Sub: Introduction of Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001, alt-f, EMU2/TC/AC-9-0-001, alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June 2020

Ref: (i) CCRS office letter no. Q.12011/02/2023-24-TW, dated 23.06.2023

(ii) RDSO's letter no. letter no. MC/Air-Conditioned/On Board EMU/MEDHA, dated 20.04.2023

(iii) RDSO's Final Speed Certificate (FSC) no. MC/Air Condition/On Board EMU/Medha, dated 20.04.2023

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 Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001, alt-f, EMU2/TC/AC-9-0-001, alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively, fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June 2020 with the following stipulations :

1. Railway Board vide letter no. 2017/CEDO/SR/26 dated 19.12.2017 advised to provide Automatic Smoke Detection & Fire Alarm System in all coaches in two years time but the same has not been fitted till date. Automatic. Smoke/Fire Detection with Fire Alarm System as per guidelines provided by RDSO shall be retrofitted in the inspected rake as well as in future rakes in short time frame for public safety. Automatic smoke /fire detection system shall be retrofitted in the inspected rake by March 2025 and all future rakes should be turned out with Automatic Smoke/Fire Detection with Fire Alarm System.

In case of non-compliance, Railway will seek condonation from Railway Board before putting such rakes into passenger service.

2. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MC/Air Condition/On Board EMU/Medha Dated 20/04/2023 for operation up to a maximum speed of 100 kmph over zonal shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE (G) Directorate/Railway Board Policy Circular No. 6,

Signature
31.10.2023

dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

3. Observance of all permanent and temporary speed restrictions already in force and for those that may be imposed from time to time on various accounts.
4. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Km/h should be strictly complied.
5. As per Para 7.8.9 of IRSEM 2021, important minimum signalling features shall be ensured during train running
6. As per Para 6.1.2 of Revised Policy circular-6 dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
7. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/EG/EIG/RS/2022/1 dated 15/11/2022 for 12 car formation AC EMU rake
8. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
9. Earthing in the coach body & all the panels shall always be properly maintained.
10. Height of station platform from rail level shall not exceed 900mm.
11. Emergency egress device provided in the coach shall remain unlocked for use by the passengers.
12. Withdrawal of AC EMU rake from service if more than one door on one side becomes defective.
13. Suitable setting of temperature inside coaches to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
14. Availability of at least one technician in AC EMU train for a period of first 15 days of its introduction. The staff shall also educate passengers for opening of automatic doors during emergency.
15. Ensuring necessary resources i.e. trained operation and maintenance staff and adequate number of spare parts/ consumables for running & operation of AC EMU train.

[Signature]
31.10.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, dated 31.10.2023

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.12011/02/2023-24-TW, dated 23.06.2023
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. ED/Coaching, Railway Board
6. EDME(Coaching), Railway Board

[Signature]
31.10.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Issued through g mail

[Signature]
02/11/23 ADE(CIVIL)



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



No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, dated 31.10.2023

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

Sub: Future Improvement of Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/ NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai

- Ref: (i) Railway Board's letter no. 2023/CEDO/SR/20/AC-EMU-MEDHA dated 31.10.2023
(ii) CCRS office letter no. Q.12011/02/2023-24-TW, dated 23.06.2023
(iii) RDSO's letter no. MC/Air-Conditioned/On Board EMU/MEDHA, dated 20.04.2023
(iv) RDSO's Final Speed Certificate (FSC) no. MC/Air Condition/On Board EMU/Medha, dated 20/04/2023

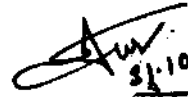
With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of Air Conditioned EMU coaches [Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC] to Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/ NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively, fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June 2020 vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested following measures for future improvement of the above rolling stock:

1. Para S.No. 1-8 of the maintenance related suggestions by Western Railway as mentioned in this office dt.03.05.2023 have been complied. These measures should also be implemented during the series production of the proposed rake.
2. Voice logger may be provided for Emergency Talk Back Unit and for communication between driver and guard with provision of voice recording.
3. Kunrling on door grabs should be provided in future rakes
4. Quality of door hinges to be improved in future production of the rakes
5. Protective Earth return in TC coaches is provided only through equipotential cables to MC coaches. It is advised that Earth return brushes/earth return current units also to be provided on all TC axles for better safety
6. While communicating with passenger PECU, passenger's face was not visible. Relocation of cameras and coverage of entire coach by CCTV shall be ensured.

[Signature]
31.10.2023

- (47)
7. The cameras fitted outside the coach couldn't capture the picture of the persons standing on the platform with proper resolution. This needs to be rectified.
 8. During trial door obstruction test was conducted and it was observed that obstruction of 20 mm was not detected. System should be re-calibrated for detection of 10 mm obstruction before commercial operation of the stock.

RDSO and Railways are requested to examine above and take necessary action as the case may be. The compliance of the same should also be submitted to CCRS.


31.10.2023
(गौरव)

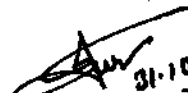
निदेशक सिविल इंजी.(जी)रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, dated 31.10.2023

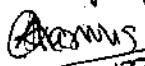
Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/02/2023-24-TW, dated 23.06.2023
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. ED/Coaching, Railway Board
6. EDME(Coaching), Railway Board


31.10.2023
(गौरव)

निदेशक सिविल इंजी.(जी)रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Issued through g mail


21/11/23
ADCC (VIL)



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



No. 2023/CEDO/SR/24/06-Car- Steam Heritage

New Delhi, Dated 27.10.2023

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

Sub: Introduction of 6-car rake formation Steam Heritage Special Train up to a maximum speed of 75 kmph over Indian Railways on track maintained as per standard specified under Para 522 of Indian Railway Permanent Way Manual, June- 2020

Ref: (i) RDSO's letter No MC/EMU/Mainline, dt. 24.10.2023
(ii) CCRS letter No. Q.12011/13/2023-24- T.W., dated 26.10.2023

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of 6-car rake formation Steam Heritage Special Train up to a maximum speed of 75 kmph over Indian Railways on track maintained as per standard specified under Para 522 of Indian Railway Permanent Way Manual, June- 2020, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

- All the concerned staff should be imparted with adequate training for operation & maintenance of Fire Detection & Suppression System, standalone Fire Extinguishers and Aerosol based Thermal activated Fire Detection & Suppression System. Refresher training for these items should also be imparted regularly.
- Running staff may also be trained for safe working of the proposed stock.
- There is a floor level difference between the gangway and compartment area of the coaches. This can cause foot entrapment of passengers. This may be suitably modified.
- During trial it was observed the passenger alarm was unavailable in the driver cab when alarm chain was pulled from the coaches. This needs to be immediately rectified.
- Fire Extinguishers provided in the driver cab was kept in loose condition. All Fire Extinguishers provided in the rake may be suitably secured.
- Panel provided for Fire Alarm Indication is covered by wooden door. Suitable transparent glass may be provided in front of the indication panel for better visibility of the fire alarm indication.
- During testing of the Fire Suppression System in Pantry Car, the hose clip of the nitrogen cylinder worked out and therefore the system couldn't be tested. This defect should be attended & Fire Suppression system tested.

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20.10.23 ADER CIVIL



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



No. 2023/CEDO/SR/24/06-Car- Steam Heritage

New Delhi, Dated 27.10.2023


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

Sub: Future Improvement of 06-car rake formation **Steam Heritage Special Train** {Unique Transportation code: MEMDMCSH, WFCZACSH & WCBACDSH for MEMU/DMC, AC Executive Chair Car & AC Restaurant car respectively}, to layout Drawing No.: M/TRS/SK/T-Spl 001 & 002, J&TD/CW/PER/SK-1530 & J&TD/CW/PER/SK-1531 for MEMU/DMC (3-Phase), AC Executive Chair Car & AC Restaurant car respectively

- Ref: (i) Railway Board's letter no. 2023/CEDO/SR/24/06-Car- Steam Heritage dated 27.10.2023
(ii) CCRS office letter no. Q.12011/13/2023-24-TW, dated 26.10.2023
(iii) RDSO's letter no. letter no. MC/EMU/Mainline, dated 24.10.2023 & 27.10.2023
(iv) RDSO's Final Speed Certificate (FSC) no. MC/EMU/Mainline, dated 24.10.2023

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of 06-car rake formation **Steam Heritage Special Train** {Unique Transportation code: MEMDMCSH, WFCZACSH & WCBACDSH for MEMU/DMC, AC Executive Chair Car & AC Restaurant car respectively}, to layout Drawing No.: M/TRS/SK/T-Spl 001 & 002, J&TD/CW/PER/SK-1530 & J&TD/CW/PER/SK-1531 for MEMU/DMC (3-Phase), AC Executive Chair Car & AC Restaurant car respectively, up to a maximum operational speed of 75kmph over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020 vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested **following measures for future improvement of the above rolling stock:**

- Even though the Proposed rolling stock has been manufactured by retrofitment of ICF coaches which are fit for 110 kmph operation, the speed of operation of the train is only 75 kmph. In view of the above RDSO may re-evaluate its speed potential and conduct Oscillation Trials if necessary.
- Look out glass provided in the driver's cab may be redesigned for better signal visibility.


27.10.23

- iii. Adequate nos. of CCTV camera with recording facility may be provided both in AC Executive Chair Car & AC Pantry cum Dining Car. Further Duplex communication between LP and passenger may be provided.
- iv. Signal exchange light (signal flashing scheme) similar to Vande Bharat for exchanging signal may be provided in the proposed rolling stock.
- v. Automatic Sliding Door provided in the coaches may be integrated with Fire Detection System so that passengers can be quickly evacuated in case of fire.
- vi. In case of alarm chain pulling, there is only an indication in the driver cab. As there is no provision of Emergency Talkback Unit (ETBU), alarm chain pulling should lead to automatic brake application similar to ICF & LHB coaches.
- vii. In recent fire incidents, it has been observed that Fire Detection & Suppression System Control Unit were also gutted in fire. It is suggested that CCTV Control Unit and Fire Detection & Suppression System Control Unit may be relocated suitably so that data is retrieved for analysis of fire and other incidents.
- viii. Voice logger may be provided for communication between driver and guard with provision of voice recording for at least one hour duration. ix. Linear Heat Detectors (LHD) may be provided in pantry area of the Pantry cum Dining Car for better fire safety.

RDSO is requested to examine above and take necessary action for improvement in above rolling stock. The compliance of the same should also be submitted to CCRS.

[Signature]
27.10.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/24/06-Car- Steam Heritage

New Delhi, Dated 27.10.2023

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.12011/13/2023-24-TW, dated 26.10.2023
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. ED/Coaching, Railway Board
6. EDME(Coaching), Railway Board

[Signature]
27.10.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

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30.10.23
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)



No. 2023/CEDO/SR/24/06-Car- Steam Heritage

New Delhi, Dated 27.10.2023

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

The General Manager,
All Indian Railways

Sub: Introduction of 06-car rake formation **Steam Heritage Special Train** {Unique Transportation code: MEMDMCSH, WFCZACSH & WCBACDSH for MEMU/DMC, AC Executive Chair Car & AC Restaurant car respectively}, to *layout Drawing No.: M/TRS/SK/T-Spl 001 & 002, J&TD/CW/PER/SK-1530 & J&TD/CW/PER/SK-1531 for MEMU/DMC (3-Phase), AC Executive Chair Car & AC Restaurant car respectively, up to a maximum operational speed of 75kmph over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020*

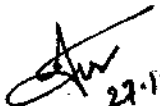
Ref: (i) CCRS office letter no. Q.12011/13/2023-24-TW, dated 26.10.2023

(ii) RDSO's letter no. letter no. MC/EMU/Mainline, dated 24.10.2023 & 27.10.2023

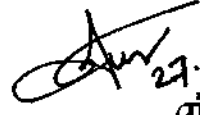
(iii) RDSO's Final Speed Certificate (FSC) no. MC/EMU/Mainline, dated 24.10.2023

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 06-car rake formation **Steam Heritage Special Train** {Unique Transportation code: MEMDMCSH, WFCZACSH & WCBACDSH for MEMU/DMC, AC Executive Chair Car & AC Restaurant car respectively}, to *layout Drawing No.: M/TRS/SK/T-Spl 001 & 002, J&TD/CW/PER/SK-1530 & J&TD/CW/PER/SK-1531 for MEMU/DMC (3-Phase), AC Executive Chair Car & AC Restaurant car respectively, up to a maximum operational speed of 75kmph over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations:*

- i. Observance of all conditions laid down in RDSO's Final Speed Certificate MC/EMU/Mainline, dt. 24.10.2023. Remarks of the Railways against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
- ii. 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.


27.10.23

- iii. As per Para 7.8.9 of IRSEM 2021, important minimum signalling features shall be ensured during train running.
- iv. As per Para 6.1.2 of Policy circular-6 dt. 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
- v. Earthing in the rolling stock body & all the panels shall always be properly maintained.
- vi. During testing of Fire Suppression System in pantry car, hose clip of Nitrogen cylinder worked out and therefore system could not be tested. This defect should be attended and Fire Suppression System to be tested


27.10.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

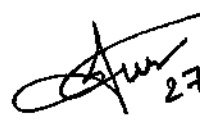
e-mail address: dceg@rb.railnet.gov.in

No. 2023/CEDO/SR/24/06-Car- Steam Heritage

New Delhi, Dated 27.10.2023

Copy forwarded for information to :

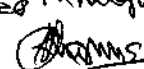
1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/13/2023-24-TW, dated 26.10.2023
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6. EDME(Coaching), Railway Board


27.10.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

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



No. 70/WDO/ORI/RO/1 Vol.IX(Pt.1)

New Delhi, Dated 24.10.2023

The General Manager,
South Western Railway,
Hubballi

The General Manager,
South Eastern Railway,
Garden Reach, Kolkatta

Sub : Procedure Order for Opening of Minor Works by Principal Chief Engineer-Clarification reg.

- Ref :** (i) Railway Board's letter no. 2022/Trans.Cell/Civil/CRS, dated 22.8.2023
(ii) Railway Board's letter no. 70/WDO/ORI/RO/1 Vol.IX, dated 30.8.2023
(iii) SWR's letter no. SWR/PCE sanction/Minor Br/2023-24, dated 20.09.2023
(iv) SER's letter no. SER/CON(HQ)/Planning, dated 13.10.2023

1. SWR & SER have made reference to Railway Board, based on issues arising out of CRS observations for following:

1.1 SWR

- (a) Inclusion of Proviso of sub rule 3 of Rule (3) under Chapter VI (Sanction to Open Railway for Public carriage of Passengers) also in addition to Chapter VII.
(b) Provision as per Para (viii) of Form XVIA to be modified suitably in line with the Procedure Order dated 22.08.2023 issued by Railway Board.

1.2 SER

- (a) PCE's inspection is mandatory before giving sanction for opening of minor bridges in new lines offered to CRS for opening of public carriage of passengers. CRS has also pointed out to para (viii) of form XVI (A) which nominates an officer to accompany PHOD on inspection.

2. The matter has been examined in details in Board's office and following is clarified:

- 2.1 In exercise of the powers conferred by sub-section (1) of section 196 of the Railways Act, 1989 (vide Gazette Notification No. – S.O. 2368(E), Dated 24- 5-22), the Central Government exempted for the application of the provision of section 21, 22 and 23 of the said Act, the Railway in respect of minor works mentioned in Proviso of Rule 3, Chapter II of The Railways (Opening for Public Carriage of Passengers) Rule, 2023.

- 2.2 Again, in exercise of the powers conferred by section 198 of the Railways Act, 1989 (vide Gazette Notification No. – G.S.R 321(E), Dated 27-4-23), the Central Government made rules further to amend The Railways (Opening for Public Carriage of Passengers) Rule, 2000 accordingly.
- 2.3 Proviso of Rule 3, Chapter II of The Railways (Opening for Public Carriage of Passengers) Rule, 2023 has been added which is applicable for all Chapters of the said The Railways (Opening for Public Carriage of Passengers) Rule, 2023 including Chapter VI & VII. Moreover, Rule 25A has been specially added in Chapter VII also, as power of Commissioner to open minor works is available specifically in Rule 25 of Chapter VII. It is not in order to infer that these provisions are applicable only for opening of minor works on existing lines.
- 2.4 Central Government has further clarified vide Para 4.1 of letter no. 2022/Trans.Cell/Civil/CRS, dated 22.8.2023 that the Principal Chief Engineer of the Zonal Railway may, sanction the opening of any Minor work (including minor bridges as covered at S.No. 2.1 of letter dated 21.06.2022) for passenger traffic, if he is satisfied that Works referred can be opened for the public carriage of passengers without any danger to the public using it, with or without inspection. The inspection shall normally not be required if certificate stipulated in Para 3.2 of the same letter from CAO/C has been submitted. It is inter alia implied that concerned CAO/C will give the certificate only after detailed inspection of work, being certified to be opened.
- 2.5 Rule 5A (4) refers FORM XVIA for certificate to be given by concerned SAG officer to PCE/PCEE/PCSTE as the case may be. Para (viii) of FORM XVIA is simply a proposal by concerned SAG officer to accompany PCEE/PCEE/PCSTE, in case they like to inspect minor works personally. This does not imply that all works are to be necessarily to be inspected by personally by them.
3. It is clear from above that "Procedure Order for Opening of Minor Works Railway Board's letter no. 2022/Trans.Cell/Civil/CRS, dated 22.8.2023 " is based upon The Railways (Opening for Public Carriage of Passengers) Rule, 2023, which has already been modified after gazette notification.
4. Accordingly, suitable clarification may please be given to CRS .

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(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

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(Signature)
30.10.23 ABE (CIVIL)



अनिल कुमार मिश्रा
महाप्रबंधक

Anil Kumar Mishra
General Manager



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आज़ादी का
अमृत महोत्सव



दक्षिण पूर्व रेलवे

महाप्रबंधक कार्यालय

गार्डन रीच, कोलकाता-700043

South Eastern Railway

Office of General Manager

Garden Reach, Kolkata-700 043

No SER/CON(HQ)/Planning

Member Infrastructure
Railway Board
New Delhi.

Office of Member (Infra)

E-Office No. 1599238/23

Date 14/10/23

Dated 13.10.2023

Sub: CRS SE Circle's reference for PHODs' inspection while giving sanction to opening minor bridges in new lines offered to CRS for opening for passengers.

Ref: CRS SE Circle's No R12029/24/2023-24/SEC/835 dated 9.10.2023 (copy enclosed).

CRS SE Circle vide above referred letter has made a reference, asking for PCE's sanction for opening minor bridges, to be issued after PCE's inspection for sections offered to CRS for opening for public carriage of passengers.

2. Following facts have been highlighted by CRS:

(i) Chapter VII of opening rules is for opening of works on existing railways whereas chapter VI is for opening of Railways for public carriages of passengers. Prior inspection of minor works has been made optional in rule 25 (1) of opening rules, which is part of chapter VII, i.e. for opening minor works on existing railways.

(ii) PCE has been empowered for giving sanction of opening of minor bridges by adding rule 25A in chapter VII, which is for existing Railways. Hence CRS has opined that PCE's inspection is not mandatory for opening of minor bridges on existing lines but that PCE's inspection is mandatory before giving sanction for opening of minor bridges in new lines offered to CRS for opening for public carriage of passengers. CRS has also pointed out to para (viii) of form XVI (A) which nominates an officer to accompany PHOD on inspection.

3. In view of the above, it is requested that issue raised by CRS may kindly be examined by Railway Board and suitable modifications, if found necessary, may please be got done in chapter VI by delegating power to PHOD to give sanction for minor bridge works in new lines, without inspection. Para (viii) of Form XVI (A) may also be suitably worded to include 'in case PHOD wants to inspect'.

Encl: As above.

(Anil Kumar Mishra)
General Manager

13/10/2023



भारत सरकार
नगर विमानन मंत्रालय
रेल संरक्षा आयोग, दक्षिण पूर्व परिमंडल
14, स्ट्रैंड रोड (12वां तल) कोलकाता 700 001

Government of India
Ministry of Civil Aviation
Commission of Railway Safety, S. E. Circle
14, Strand Road (12th floor), Kolkata 700001

No. R.12029/24/2023-24/SEC/835

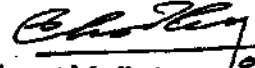
Date 09.10.2023

The General Manager,
South Eastern Railway,
Garden Reach, Kolkata -43.

Sub: Opening of the minor bridges on the newly constructed 4th line between Tikiapara and Howrah stations, and the 3rd line between Ranital and Ranital Link Cabin in SER

The sanction for opening of the minor bridges constructed on the above-mentioned new lines has been given without an inspection of these bridges by PCE/SER. This is not in order as explained hereunder:

- 1.0 The Rule 25 in the Opening Rules, under Chapter VII is meant for the Existing Railways – NOT for the new lines. For opening these works, the Commissioner is required to ensure fulfilment of provisions of clauses (b), (c), and (d) of the Section 22 of the Railway Act. Here, the clause (a) of the Section 22 of the Act, which mandates an inspection by CRS, has been omitted.
- 1.1 Accordingly, the opening of minor works by PHoDs, included under Rule 25A of the same Chapter VII, can only be for the Existing Railways and for the opening of these minor works on an existing line, inspection of PHoD is not mandatory.
- 2.0 The Opening of works by PHoD, has been added as proviso in the Opening Rules under sub rule 3 of the Rule (3). This proviso refers to Form XVI A wherein the para (viii) stipulates inspection by PHoD. This is further confirmed under the Rule 5A (4) of the Opening Rules.
- 3.0 Thus,
- 3.1 Opening of works on a new line, without inspection, has never been envisaged either in the Railway Act or in the Railways (Opening for public carriage of passengers) Rules.
- 3.2 Before the authority was assigned to PCE under the proviso to Sub Rule (3) of Rule 3, Commissioners of Railway Safety used to open all the works in new lines including minor bridges, ROB etc with inspections only.
- 3.3 The modifications in the Rules also stipulate that for opening of works on a new line, PHoD must carry out an inspection.
- 3.4 The policy circular No.2022/Trans. Cell/CRS dated 22.08.2023 is related to opening of minor works by PCE which are covered under Rule no 25A (1) of Chapter VII of the Opening Rules and, hence, can be applicable to the Existing Railways only. Any provision under the circular for New Lines, in contravention to the Opening Rules, cannot supersede the stipulations under the Opening Rules.
- 4.0 In view of the above, it is necessary that sanction for Opening of minor bridges on 4th line between Tikiapara and Howrah stations, and the 3rd line between Ranital and Ranital Link Cabin is issued with the inspection of PCE/SER.


(Anant Madhukar Chowdhary)
Commissioner of Railway Safety
South Eastern Circle

दक्षिण पश्चिम रेलवे
South Western Railway

57

रेल सौधा, प्रधान कार्यालय
कार्यशाखा, पश्चिम भाग, तीसरी मंजिल
गदगरोड, हुबल्ली - 580 020



Rail Soudha, Headquarters Office
Works Branch, West Wing
Gadag Road, Hubballi-580020

No. SWR/PCE sanction/Minor Br/2023-24

Date: 20.09.2023

Executive Director (CE/G)
Railway Board

Sub: Hubballi Division: Opening of new BG doubling line (UP/DN line) between Kudachi and Ugarkhurd of UBL division.

- Ref:**
1. Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 27.04.2023
 2. Corrigendum to the Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 19.05.2023
 3. Procedure order for Opening of Minor works in reference to the Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 22.08.2023
 4. PCE sanction letter no. SWR/PCE sanction/Minor Br/2023-24/02 dated 31.08.2023
 5. CRS letter no. R.12027/3/2023-24 SWR/853 dated 19.09.2023

In connection with the issue of sanction for minor works by PCE for execution and opening as per Procedure Order issued by Railway Board vide letter under Ref (3), following issues are raised by CRS/Southern Circle/Bangalore:

1. Sub rule (1) of Rule 25 under Chapter VII (Opening of Bridges, Minor works, diversions and use of new types of Rolling Stocks on Existing Railways) of Gazette Notification no. G.S.R 321 (E) deals with opening of such works on Existing Railways.


Vide Gazette Notification no. G.S.R. 321 (E) dated 27.04.2023 under Ref (1) above, Rule 25A has been inserted for opening of works (For items 1 (a) to 1 (e)) under Chapter VII as specified under Proviso of sub rule (3) of Rule 3 which deals with Existing Railways.

Q [In view of the above, CRS has opined that the opening of minor works by PHoD included under Rule 25A of Chapter VII can only be for Existing Railways.]

2. In view of observations under Para 1 above, CRS has opined as under (copy of the letter is enclosed):

"3.0 The opening of works by PHoD, has been added as proviso in the Opening Rules under sub rule 3 of the Rule (3). This proviso under sub rule 3 of the Rule (3) refers to Form XVI A- in this the para (viii) refers to inspection by PHoD. This is further confirmed under the Rule 5A (4) of the Opening Rules.

4.0 Thus:


20/9/23

4.1 Opening of works on a new line, without inspection, has never been envisaged either in the Railway Act nor in the Opening Rules.

4.2 Before the authority was assigned to PCE under the proviso to sub rule 3 of Rule (3), Commissioners of Railway Safety used to open all the works in new lines including minor bridges, ROB etc with inspections only.

4.3 The modifications in the Rules also stipulate the for opening of works on a new line, PHoD must carry out an inspection."

3. However as per Para 4.1 of Procedure Order no. 2022/Trans.Cell/Civil/CRS dated 22.08.2023 issued by Railway Board vide Ref (3), following is stipulated:

"The Principal chief Engineer of the Zonal Railway may, sanction the opening of any minor work for passenger traffic, if he is satisfied that works referred can be opened for the Public carriage of passengers without any danger to the public using it, with or without inspection. The inspection shall normally not be required if certificate (stipulated in Para 3.2 above) from CAO/C has been submitted."

Opening of minor bridges between Kudachi and Ugarkhurd stations has been sanctioned in the present case based on the certificate issued by CAO/CN/BNC.

4. As per Form XVIA as specified in proviso under sub rule (3) of Rule (3) Chapter II (Preparation for Opening of Railways) of Gazette Notification no. G.S.R 321 (E), following is stipulated:

"(viii) that _____ has been delegated to accompany the Principal Chief Engineer on his inspection and all information supplied or engagements entered into by him shall bear my authority."

Such provision in Form XVI appears mandating inspection of minor works by PCE prior to opening of minor works. This is in contradiction to Para 4.1 of Procedure Order dated 22.08.2023 issued by Railway Board as per which PCE may sanction the opening of minor works with or without inspection."

In view of the above, following issues may please be addressed:

- Inclusion of proviso of sub rule 3 of Rule (3) under Chapter VI (Sanction to Open Railway for Public carriage of Passengers) also in addition to Chapter VII.
- Provision as per Para (viii) of Form XVIA to be modified suitably in line with the Procedure Order dated 22.08.2023 issued by Railway Board.

Encl: As above

रामगोपाल/ Ramgopal

प्रमुख मुख्य इंजीनियर / Principal Chief Engineer
दक्षिण पश्चिम रेलवे / South Western Railway
हुबबल्लि / Hubballi

Copy to:

Secy to GM – for kind information of GM
CAO/CN/BNC – for kind information

59

EAST COAST RAILWAY

Office of the
General Manager(Engg)
Bhubaneswar-751 023
Date: 09.10.2023

No. W3/Br/CRS/BBS/TGRL-TMKA/Pt. 27/8177

To
The Commissioner of Railway Safety
S. E. Circle, 14, Strand Road (12th Floor),
Kolkata-700 001

Sub: Opening of the new double line between Tomka and Tangiriapal stations of KUR division.
Ref :

1. Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 27.04.2023.
2. Corrigendum to the Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 19.05.2023.
3. Procedure order for Opening of Minor works in reference to the Gazette Notification no. G.S.R. 321 (E) for The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2023 dated 22.08.2023.
4. PCE's sanction letter No. W3/Br/CRS/BBS/TGRL-TMKA/Pt. 27/7770 dated 21.09.2023. (Copy enclosed)
5. CRS/SE Circle/Kolkata's letter no. 12029/24/2023-24/SEC/834 dated 06.10.2023. (Copy enclosed)

In connection with the issue of sanction for minor works by PCE for execution and opening of the new double line between Tomka and Tangiriapal stations of KUR division, Para 4.1 of Ref (3) was followed.

It is submitted that Para 4.1 allows sanction with or without inspection. Moreover, it says that inspection shall normally not be required if certificate (stipulated in Para 3.2) from CAO/C has been submitted. In this case inspection of minor bridges has been carried out by CBE and certificate has been submitted by CAO/C.

In the light of above, it is requested to accept my sanction vide ref (4).
Encl: As above.

Raynesh Mathur
Principal Chief Engineer 09/10/23

- Copy to 1. Secy to GM for kind information of GM.
2. CAO/BBS for information and necessary action.
3. AMCE Railway Board New Delhi for information and directives for further action in the light of Ref (5).
4. ED/RVNL/BBS for information and necessary action.



भारत सरकार
नगर विमानन मंत्रालय
रेल संरक्षा आयोग, दक्षिण पूर्व परिमंडल
14, स्टैंड रोड (12 वॉ तल) कोलकाता 700 001

Government of India
Ministry of Civil Aviation
Commission of Railway Safety, S. E. Circle
14, Strand Road (12th floor), Kolkata 700001

No. R.12029/24/2023-24/SEC/834


Date 06.10.2023

The General Manager,
East Coast Railway,
Bhubaneswar.

Sub: Opening of the new double line between Tomka and Tangiriapal stations of KUR division
Ref: PCE/EcoR's letter No. W3/Br/CRS/BBS/TGRL-TMKA/Pt 27/7770 dated 21.09.2023

The sanction for opening of the minor bridges constructed on the newly laid double line between Tomka and Tangiriapal has been given without an inspection of these bridges by PCE/ECoR. This is not in order as explained hereunder: -

- 1.0 The Rule 25 in the Opening Rules, under Chapter VII is meant for the Existing Railways – NOT for the new lines. For opening these works, the Commissioner is required to ensure fulfilment of provisions of clauses (b), (c), and (d) of the Section 22 of Railway Act. Here, the clause (a) of the section 22 of Railway Act, which mandates an inspection by CRS, has been omitted.
- 1.1 Accordingly, the opening of minor works by PHoDs included under Rule 25A of the same Chapter VII, therefore, can only be for the existing Railways and for the opening of these minor works on an existing line, inspection of PHoD is not mandatory.
- 2.0 The Opening of works by PHoD, has been added as proviso in the Opening Rules under sub rule 3 of the Rule (3). This proviso refers to Form XVI A – in this the para (viii) stipulates inspection by PHoD. This is further confirmed under the Rule 5A (4) of the Opening Rules.
- 3.0 Thus,
- 3.1 Opening of works on a new line, without inspection, has never been envisaged either in the Railway Act or in the Railways (Opening for public carriage of passengers) Rules.
- 3.2 Before the authority was assigned to PCE under the proviso to Sub Rule (3) of Rule 3, Commissioners of Railway Safety used to open all the works in new lines including minor bridges, ROB etc with inspections only.
- 3.3 The modifications in the Rules also stipulate that for opening of works on a new line, PHoD must carry out an inspection.
- 4.0 In view of the above, it is requested to get the Authorisation of PCE, for Opening the minor bridges on the new (doubling) line between Tomka and Tangiriapal, issued with his inspection to enable planning of Statutory Inspection of the new line.


06.10.23
(Anant Madhukar Chowdhary)
Commissioner of Railway Safety
South Eastern Circle



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



No. 2023/CEDO/SR/14/BLCM{SS-100-12'-3658x2438-22t-IR-DFCCIL}

New Delhi, dated 12.10.2023

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

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

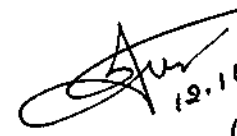
Sub: Corrigendum : Introduction of 12' high containers (3658mm height and 2438mm width) in single stack in empty and loaded condition, on 22t axle load, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLCM (A-Car & B-Car) to RDSO Drg. no. WD-20020-S-02 Alt. 02 or latest (For A-Car) and WD-20020-S-03 Alt. 02 or latest (For B-Car) for operation up to a maximum speed of 100 kmph over specified routes (including DSDC routes) over **Indian Railway**, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCCIL by DFCCIL

- Ref:** (i) RDSO letter no. MW/Container, dated 03.01.2023 & dated 25.09.2023
(ii) RDSO Revised Final Speed Certificate (FSC) no. MW/Container (BLCM/12ft), dated 02.01.2023
(iii) CCRS letter no. Q.12011/12/2021-22-T.W., dated 07.02.2023 & dated 06.10.2023
(iv) Railway Board letter of even no., dated 10.05.2023

1. In continuation to Board's ^{letter} of even no. dated 10.05.2023 and CCRS office Corrigendum dated 06.10.2023, stipulation no.iii may be read as under :

"iii. Para 3.5.1.1 of Revised Final Speed Certificate (FSC) no. MW/Container (BLCM/12Ft), dt. 02.01.2023 may be amended as "Before initiating the operation over routes of Eastern & Western Freight Corridor of DFCCIL, routes 'Principal Chief Mechanical Engineer' of concerned/adjoining Zonal Railways shall arrange to certify the service worthiness (track worthiness) and safety of the rolling stocks. He shall also ensure the proper maintenance of the rolling stocks"

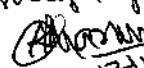
2. Further, all other stipulations except iii mentioned in Board's letter of even no. dated 10.05.2023, remains unchanged.


12.10.2023

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

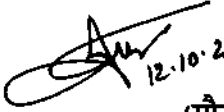
e-mail address: dceg@rb.railnet.gov.in

Issued through g mail

12/10/23
A DECCIL

No. 2023/CEDO/SR/14/BLCM{SS-100-12'-3658x2438-22t-IR-DFCCIL} New Delhi, dated 12.10.2023

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/12/2021-22-T.W., dated 07.02.2023 & dated 06.10.2023
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. EDME(Fr), Railway Board

 12.10.23

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

NOTE

REMINDER -1

Please refer to our note dated 04.8.2023 (E-Office no.-1539084), requesting for Cannon High speed Scanner- duplex. The same has not been provided till date. Our scanning work of old files (313 nos.) received from record branch is suffering badly. Kindly look into the matter to do the needful.

[Signature]
16.10.23
(K. C. Sharma)

ADE(CIVIL)
CEDO branch,
Room no.- G,44
Dtd.10.10.23

[Signature]
DCE(G)
16.10.23

[Signature]
EDCE(G)
10.10.23

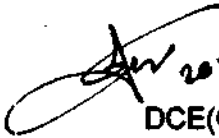
DS(G)


[Signature]
10.10.23

No. 2010/CEDO/SM/1

Sub: System Maps of the Zonal Railways

Letter regarding improvement in the System maps, addressed to General Managers (Engg.) is placed below for your approval please.


DCE(G)
20-09-2023

~~EDCE(G)~~

20.9.23

~~AM/CE~~

20.11.23



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



No.2010/CEDO/SM/1

New Delhi, Dated 20.09.2023

The General Managers (Engg.),
All Indian Railways.

Sub:- System Maps of the Zonal Railways

Ref:- This office letter No. 92/CEDO/SM/1 dated 11.02.1992

System Maps of the Zonal Railways have been reviewed and Board have desired that the system maps of zones should also include details of adjoining railways on similar pattern as of its own Railways upto important stations..

Railway is requested to send 25 copies of the coloured System Map of size A-1 (duly folded neatly in a cover), updated and corrected as on 31.03.2023 to Board.

(Signature) 20.09.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address : dceg@rb.railnet.gov.in

Issued through g mail
20.9.23 ADE (CIVIL)



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



No.2023/CEDO/SD/RS/08/ (GC-GS Profiles-1-2-3)

New Delhi, dated 05.09.2023

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

Sub: One Time Generic Condonation of Gati Shakti Profiles (1, 2 & 3) and infringement of clauses of IRSOD for operation of wagons over Indian Railways within the condoned Gati Shakti Profiles

- Ref : (i) RDSO's letter no. CT/CONTR/BG/MG, dated 26.05.2023
(ii) CCRS office letter no. Q.14011/20/2021-22-T.W., dated 17.07.2023
(iii) Railway Board's letter no. 2022/CEDO/SR/PC-6/O, dated 24.03.2023

With reference to RDSO above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement for One Time Generic Condonation of Gati Shakti Profiles (1, 2 & 3) and infringement of clauses of w.r.t IRSOD (BG)-2022 for operation of wagons over Indian Railways within the condoned Gati Shakti Profiles by **Maximum height** and **Maximum side height**, as per RDSO Drawing no. WD-21115-S-01 Alt2, 21115-S-02 Alt. Nil & 21115-S-03 Alt. Nil for movement in loading patterns of (i) Rolling stock which will operate on normal IR routes on Pan India basis (maximum height – 4318mm) (ii) Rolling stock which will operate on DSDC routes (maximum height – 4877mm) and (iii) Rolling stock which will operate on Double Stack Container routes (maximum height- 6827mm). as shown in details enclosed with above mentioned application and reproduced as under:

SNo	Clause	Description of clause	As per IRSOD	Proposed dimensions	Infringement
1	30	Maximum height above Rail level for a width of 1015	4265		

[Signature]
05.09.23

SNo	Clause	Description of clause	As per IRSOD	Proposed dimensions	Infringement
		mm on either side of the center of unloaded vehicles			
A	Gati Shakti-1			<p>a. 4318 mm at a width of 0 mm to 300mm on either side of centre line of the diagram no. 1D(EDO/T-2202) of IRSOD BG, Revised 2022</p> <p>b. The height 4318mm decreases to 4265mm at a width of 300mm to 1015mm on either side of centre line of the diagram no. 1D (EDO/T-2202) of IRSOD BG, Revised 2022</p>	<p>a. 53mm</p> <p>b. 53 mm gradually decreasing to 0mm</p>
B	Gati Shakti-2			4877mm	612mm
C	Gati Shakti-3			6827mm	2562mm
2	31	Maximum height above Rail level at side of unloaded vehicles	3735		
A	Gati Shakti-1			<p>3735mm at width of 1625mm on either side of centre line of the diagram no. 1D (EDO/T-2202) of IRSOD BG, Revised 2022</p> <p>However :</p> <p>a. The proposed profile cuts the slope line at a height of 3735mm and 4090mm at a width of 1625 mm and 1100mm respectively.</p> <p>b. At a width of 1100mm, the profile cuts slope line at a height of 4090mm and 4265mm</p>	<p>0mm</p> <p>However :</p> <p>a. The magnitude of infringement varies from 0mm to 184mm at a width of 1625mm and 1100 in respectively.</p> <p>b. The magnitude of infringement varies from 184mm to 353mm at a width of 1100mm</p>

[Signature]
05.09.23

SNo	Clause	Description of clause	As per IRSOD	Proposed dimensions	Infringement
				c. The profile further cuts the slope line at a height of 4259mm and 4265mm at a width of 1100mm and 1015mm respectively	c. The magnitude of infringement varies from 353mm to 331mm at a width of 1100mm and 1015mm respectively.
B	Gati Shakti-2			3735mm at a width of 1625mm on either side of centre line of Diagram no. 1D,(EDO/T-2202) of IRSOD(BG) Revised-2022 However, the proposed profile cuts the slope line at a height of 3841 mm and 3934mm at a width of 1300mm and 1015mm respectively on either side of centre line of Diagram no. 1D,(EDO/T-2202) of IRSOD(BG) Revised-2022	0mm However, the Magnitude of infringement varies from 1036mm to 943mm at a width of 1300mm and 1015mm respectively.
C	Gati Shakti-3			3735mm at a width of 1625mm on either side of centre line of Diagram no. 1D,(EDO/T-2202) of IRSOD(BG) Revised-2022 However, the proposed profile cuts the slope line at a height of 3841 mm and 3934mm at a width of 1300mm and 1015mm respectively on either side of centre line of Diagram no. 1D,(EDO/T-2202) of IRSOD(BG) Revised-2022	0mm However, the Magnitude of infringement varies from 2986mm to 2893mm at a width of 1300mm and 1015mm respectively.

Further, above sanction of condonation is subject to the following stipulations :

- Locations with restricted height overhead structures shall be identified by the Zonal Railway. Zonal Railway MUST ensure the removal of any infringement before starting operation of these container wagons in electrified territory.
- Various clearances pertaining to fixed structures, OHE wires/structures, as recommended by RDSO shall be adhered to. before introducing operation of wagons in the patterns as mentioned in subject

 05.09.23

- iii. All the necessary conditions related to infringements and various clearances to be ensured, SHALL form part of the RDSO Speed Certificate whenever issued for the operation of wagons in the patterns as mentioned in subject over Indian Railways.
- iv. Before introduction of subject wagons, Electrical Inspector (EIG) of the concerned Zonal Railway shall approve special "Clearance Study Report" of restricted head room for overline structures on particular line/track in the route either already electrified or planned to be electrified.

Signature 05.09.23

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]

e-mail address :dceg@rb.railnet.gov.in

No.2023/CEDO/SD/RS/08/ (GC-GS Profiles-1-2-3)

New Delhi, dated 05.09.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q.14011/20/2021-22-T.W., dated 17.07.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDME(Fr.)/Railway Board, New Delhi

Signature 05.09.23

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]

e-mail address :dceg@rb.railnet.gov.

Issued through g mail

Signature

05/9/23

APE(CIVIL)



No.2022/CEDO/SR/PC-6/O

New Delhi, dated 04.09.2023

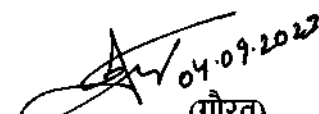
The Director General
Research Designs & Standards Organisation
Manak Nagar,
Lucknow-226011

Sub: Amendment in Policy Circular No.6

Ref: COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022

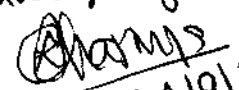
Please find enclosed herewith COM/WR letter no. T96/10(OF)19483/19484 ADI-BJU Exp dated 19.10.2022, wherein requested to amend Para No. 6.1.3 of Policy Circular No. 6 from "requirement of platform length for the entire train instead it should be modified to requirement of platform length for only passenger carrying coaches." LWLRRN(Power Car) and LVPH should be excluded specially in the above Para.

In view of above, RDSO is requested to examine the issue and submit proposal for amendment in Policy Circular No.6, if required at the earliest.


 (गौरव)
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
 [Rly No. 030-47598, MTNL No.-011-23047598]
 e-mail address : dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Coaching, Railway Board
2. PCOM, Western Railway, Hq. Office, Churchgate, Mumbai

Issued through g mail

 04/09/23
 ADE(CIVIL)

71

File No. 2020/Chg/23/1 (Computer No. 3329920)
1633355/2023/Punctuality Cell

From: WR.ZN/WR/IR/IN
To: CHGCELL.RB/IR/IN@icms, PAMCELL.RB/IR/IN@icms

Date: Wednesday, October 19, 2022 01:27PM

Subject: T96I10(OF) 9483/19484 ADI -BJU Exp , : Amendment in Policy Circular No.6.

FIND ATTACHMENT FILE .

Attachments:

Policy circular.pdf

WESTERN RAILWAY

HQ Office,
Churchgate, Mumbai.

No. T96/10(OF) 19483/19484 ADI -BJU Exp
Comp No.332328

Date: 19/10/2022

PED (Chg).
Railway Board,
New Delhi.

Sub: Amendment in Policy Circular No.6.

Ref: 1) Railway Board's letter no. 2020/TC(FM)/10/09 dt 12.05.2016.

2) Railway Board's letter no. 2016/TC(FM)/10/15 dt 29.09.2020.

Vide Railway Board's letter under reference no. 1, attachment of VPU/ VPH as a 25th coach has been permitted in ICF train and vide letter under reference no 2, attachment of LVPH has been permitted as 23rd coach in LHB train. However, whenever any proposal for attachment of VPU as 23rd in LHB or 25th in ICF is moved, Engineering department is not providing necessary consent to form JSB citing the reason of non availability of full length platform up to 24 LHB coaches or 26 ICF coaches not only for originating or terminating stations but also for all enroute stations.

In present scenario, platform length at several stations particularly in road side stations is not complete up to 24 LHB or 26 ICF coaches. Developing the length of platform is also a cumbersome process like making a plan in IRPSM, getting it sanctioned, getting fund allocation, allotment of tender, implementation and completion of work may take several months or years. At some stations, feasibility of providing such high level platform is also not technically feasible as this may involve changeover in crossover, signaling system or in fact complete yard re-modeling having huge financial implications.

In such scenario, the entire purpose of flexibility of running VPU as 23rd in LHB or 25th in ICF trains get defeated. Since such proposals are revenue generating proposals, the loss in earnings may be in crores. This issue has been flagged several times at Zonal level, but citing Policy Circular No. 6, Engineering department has several times turned down the proposal.

In view of above, Railway Board is requested to amend Para no. 6.1.3 of Policy Circular No.6 from "requirement of platform length for the entire train instead it should be modified to requirement of platform length for only passenger carrying coaches". LWLRRM (Power Car) and LVPH should be excluded specifically in the above para.

Necessary amendment may be issued at the earliest.

COIS message
Sent on 19/10/22
at 13.27 hrs

Digitally Signed by
Chittaranjan Swam
PCOM/WR
Date: 19-10-2022 11:58:36
Reason: Approved



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



No. 2022/CEDO/SR/PC-6/0

New Delhi, Dated 01.05.2023

General Managers
All Zonal Railways

Chief Commissioner of Railway
Safety DRM Office Campus, Lucknow.

Sub: Policy Circular No. 6, 2023

Ref: (i) Gazette Notification bearing No. G.S.R. 321(E), Dated 28.04.2023.

(ii) RB's Letter No. 2022/CEDO/SR/PC-6/0, Dated 24.03.2023

(iii) Gazette Notification No. S.O. 2368(E), Dated 24.05.2022

(iv) RB's Letter No. 2018/CEDO/SR/PC-6/0, dated 31.10.2018, 12.10.2020, 28.09.2021 & 20.09.2022

- 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-6/0, dated 31.10.2018. Subsequently, the same was amended vide Letter No. 2018/CEDO/SR/PC-6/0, dated 12.10.2020, 28.09.2021 & 20.09.2022.
- 3) With an objective of simplification of all the business processes involved in introduction of Rolling Stock and trains at different speeds, Policy Circular No. 6 has been reviewed by ED committee and its recommendation has been accepted by Board.
- 4) Accordingly, in supersession of existing Policy Circular No. 6, 2018 & its amendments issued vide letters under reference (iv), Board (MT&RS, MO&BD, MInfra) has approved the revised **Policy Circular No. 6, 2023** on 'Procedure for certification of maximum permissible speed for rolling stock and introduction of trains at different speed', same is enclosed for compliance by all concerned.
- 5) In addition to above, Board has also decided the following:
 - (a) Rolling stock which are already running over Zonal Railways for quite some time, but not having valid Railway Board's sanction, one time sanction may be obtained from Railway Board, through CCRS, on a single proposal of RDSO, to regularize all such cases in one go.
 - (b) RDSO shall process one time sanction of condonation, through CCRS, by Railway Board, for the three different profiles (like MMD) for taking care of different type of dimensions of Rolling Stock i.e (i) Rolling stock which will operate on normal IR routes on Pan India basis (maximum height- 4318mm) (ii) Rolling stock which will operate on DSDC

31/5/23 5.15.23

stock as per The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time.

5. Increasing the Speed of Existing Locomotive or Rolling Stock by Making Improvements

- 5.1. Where trial fittings are introduced on existing locomotive or rolling stock or on stock obtained on a repeat order, with the prime objective of improving the riding characteristics, both at existing speeds and/or higher speeds and the locomotive or rolling stock is not covered in the definition of similar stock, the maximum permissible provisional/final speed of the locomotive or rolling stock concerned shall be decided following the same procedure as being followed for introduction of a new / derived locomotive or rolling stock as per The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time.

6. Introduction of Passenger Trains on Specific Route

6.1. General Principles

- 6.1.1. Train for introduction in a section shall consist of only coaches, locomotive/s and train sets including EMU/MEMU/DEMU etc., which have approvals of the Central Govt. (Railway Board)/ DG (RDSO) for running at proposed maximum speed of train or higher, as per 'The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time'.
- 6.1.2. Trains will be introduced in the sections at speeds as per provision of General Rules 1976 - Rule 4.08 1(a).
- 6.1.3. Irrespective of speed of train, introduction of a passenger train having 24 coaches or more plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), or, 22 coaches or more plus one inspection carriage (LHB or other types)/other non-passenger carrying coach (LHB or other types), in a section, shall require prior approval of General Manager. The General Manager shall ensure availability of full train length of Examination Pits at terminal stations of the train, full length of Platforms with adequate lighting arrangement at the stopping stations, and en-route coach watering facility for full length of train, before introduction of train.

Provided further, introduction of subsequent trains with same or less number of coaches, having same terminal stations and stopping stations, shall not require approval of General Manager.

- 6.1.4. Length of any passenger train shall not be increased beyond 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), or 24 coaches plus one inspection carriage (LHB type)/other non-passenger carrying coach (LHB or other types) in any case without prior approval of Central Govt. (Railway Board).
- 6.2. For speed up to & including 110 km/hr on BG, upto & including 75 km/hr on MG**
- 6.2.1. Trains can be introduced by zonal railway following general principles given in para 6.1 above.
- 6.3. Deleted
- 6.3.1. Deleted
- 6.4. For speed above 110 kmph and up to & including 120 kmph on BG**
- 6.4.1. For such trains, zonal railway shall carry out the "Route Proving Run" with representative coaches of all types and locomotive to be included in the train to be introduced, for recording vertical and transverse accelerations throughout the route. In such route proving run, total representative coaches should preferably be 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types), but not less than 18 representative coaches in any case.

31/12/2015
1.5.23



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



No. 2023/CEDO/SD/RS/09/ PCT-08-478-4S-DFCCIL

New Delhi, dated 21.08.2023

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

Sub : Condonation of infringements w.r.t. Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **minimum rigid wheel base (1800mm)** of Point & Crossing Tamping Machine (PCT), Model – UNIMAT 08-475/4S {Unique Transportation Code: UNIMAT D} supplied by M/s Plasser, India as per GA Drawing No. UD00.1116-10 Version-3

Ref : (i) CCRS office letter no. Q.14011/02/2023-24-TW, dated 27.07.2023
(ii) RDSO letter no. CT/TMM/GENERAL, dated 12.07.2023

With reference to RDSO above applications dated 12.07.2023 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for Condonation of infringements w.r.t. Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **minimum rigid wheel base (1800mm)** of Point & Crossing Tamping Machine (PCT), Model – UNIMAT 08-475/4S {Unique Transportation Code: UNIMAT D} supplied by M/s Plasser, India as per GA Drawing No. UD00.1116-10 Version-3, as shown in detail enclosed with above mentioned application, detail of infringements are as under:

Chapter IV & XI of SSOD for Eastern & Western DFCs of IR

- Clause 4.4.4-** Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm),
- Clause 11.4.4-** Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm)

(Signature) 21.08.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.14011/02/2023-24-TW, dated 27.07.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. PEDTk(M & Mc), Railway Board, New Delhi

Aw 21.08.23

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

issued on
22/08/2023



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



No. 2023/CEDO/SD/RS/10/DSG-62N-DFCCIL

New Delhi, dated 21.08.2023

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

Sub : Condonation of infringements w.r.t. Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **minimum rigid wheel base (1800mm)** of Dynamic Track Stabilizing Machine, Model – DGS 62N {Unique Transportation Code: **DGS D**} supplied by M/s Plasser, India, as per GA Drawing No. GLF00.131 Version-3

Ref : (i) CCRS office letter no. Q.14011/03/2023-24-TW, dated 27.07.2023
(ii) RDSO letter no. CT/TMM/GENERAL, dated 18.07.2023

With reference to RDSO above applications dated 12.07.2023 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by **minimum rigid wheel base (1800mm)** of Dynamic Track Stabilizing Machine, Model – DGS 62N {Unique Transportation Code: **DGS D**} supplied by M/s Plasser, India, as per GA Drawing No. GLF00.131 Version-3, as shown in detail enclosed with above mentioned application, detail of infringements are as under:

Chapter IV & XI of SSOD for Eastern & Westerns DFCs of IR

- i. **Clause 4.4.4-** Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm)
- ii. **Clause 11.4.4-** Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm)

[Signature] 21.08.23
(गौरव)


निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2023/CEDO/SD/RS/10/DSG-62N-DFCCIL

New Delhi, dated 21.08.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.14011/03/2023-24-TW, dated 27.07.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. PEDTk(M & Mc), Railway Board, New Delhi


21.08.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued on
22/08/2023



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



No. 2023/CEDO/SD/RS/07/HOT & S-3X-IR-DFCCIL_ New Delhi, dated 21.08.2023

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

Sub : Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 and Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by High Output Tamping-cum Stabilizing Machine (HOT & S-3X) Model No. PMA-3{Transportation Code TCSPMA03} supplied by M/s Kaluga plant Remputmash JSCo, Russia as per GA Drawing No. 253.00.00.000(sheet 1-2) & Wheel Profile Drawing No. 253.00.00.000 Sheet 7

Ref : (i) CCRS office letter no. Q.14011/07/2022-23-TW, dated 04.07.2023
(ii) RDSO letter no. CT/TMM/GENERAL, dated 27.09.2022 & 16.06.2023

With reference to RDSO above applications dated 16.06.2023 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 and Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by High Output Tamping-cum Stabilizing Machine (HOT & S-3X) Model No. PMA-3{Transportation Code TCSPMA03} supplied by M/s Kaluga plant Remputmash JSCo, Russia as per GA Drawing No. 253.00.00.000(sheet 1-2) & Wheel Profile Drawing No. 253.00.00.000 Sheet 7, as shown in detail enclosed with above mentioned application, detail of infringements are as under:

A. Chapter-IV(D) of IRSOD

- i. **Clause 17-** Minimum rigid wheel base for bogie truck of any vehicle by 300mm for satellite bogie (i.e. 1500mm instead of 1800mm)
- ii. **Clause 18(b)-** Maximum length, of body or roof for bogie vehicles by 460mm (i.e. 21800mm instead of 21340mm)
- iii. **Clause 19(b)-** Maximum length over centre buffers couplers or side buffers for bogie vehicles by 135mm (i.e. 22435mm instead of 22300mm)

[Signature]
21.08.23


B. Chapter-IV & XI of DFC SSOD

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- i. **Clause 4.4.4/11.4.4-** Minimum rigid wheel base for bogie truck of any vehicle by 30mm for main bogie and 330mm for satellite bogie (i.e. 1800mm/1500mm instead of 1830mm)
- ii. **Clause 4.1.2(ii)/11.1.2(ii)-** Minimum diameter on the tread of new wheel, measured at 63.5mm from wheel gauge face by 108mm (i.e. 732mm instead of 840mm)
- iii. **Clause 4.1.2(ii)/11.1.2(iii)-** Minimum diameter on the tread of worn wheel, measured at 63.5mm from wheel gauge face by 70mm (i.e. 710mm instead of 780mm)

Further, above sanction of condonation is subject to the following stipulations:

“Instructions related to movement of the machine on Curves, Points and Crossing/Turnouts and Diamond Crossing should be incorporated in the Speed Certificate of its operation, whenever issued by the RDSO. In addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should be clearly mentioned in the Speed Certificate.”

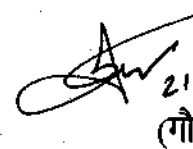
 21.08.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2023/CEDO/SD/RS/07/HOT & S-3X-IR-DFCCIL New Delhi, dated 21.08.2023

Copy forwarded for information to:


1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.14011/07/2022-23-TW, dated 04.07.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-I), RDSO, Manak Nagar, Lucknow
4. PEDTk(M & Mc), Railway Board, New Delhi

 21.08.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued on
20/09/2023




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



No.2023/CEDO/SR/18/LVPHR-130kmph-IR

New Delhi, dated 21.08.2023

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

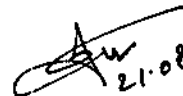
The General Manager,
All Indian Railways

Sub: Introduction of LHB High Capacity Motor cum Parcel Van with end loading doors (rear opening) LVPHR coach [Maximum Axle Load: 16.25t] to RCF's Layout Drawing No. VP90023 fitted with pneumatic suspension (140KN capacity) at secondary stage on FIAT Bogies up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways

Ref: (i) CCRS office letter no. Q.12011/04/2023-24-T.W, dated 11.05.2023
(ii) RDSO's letter no. SV.FIAT(SC)/Sanction/LVPHR dated 19.04.2023
(iii) RDSO's Final Speed Certificate (FSC) no. SV. FIAT(SC)/ LVPHR/130 kmph dated 13.04.2023

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB High Capacity Motor cum Parcel Van with end loading doors (rear opening) LVPHR coach [Maximum Axle Load: 16.25t] to RCF's Layout Drawing No. VP90023, fitted with pneumatic suspension (140KN capacity) at secondary stage on FIAT Bogies, up to a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways, with the following stipulations:

- i. All conditions laid down in RDSO's Final speed certificate dtd 13.04.2023 shall be ensured by railway and compliance shall be reported to Commission prior to Introduction.
- ii. RCF and RDSO shall jointly conduct 'performance trial' at 130 kmph to confirm satisfactory riding and stability/fitness of proposed rolling stock for the purpose of carrying vehicles safely, as Oscillation trial has been dispensed with.
- iii. Secured fixing arrangement of foldable fall plates and adequacy of locking system shall be ensured by railway including its periodical inspection.
- iv. RDSO shall issue Procedure order for lashing/locking arrangement for securing road vehicles inside LVPHR for 130 kmph to sustain vertical/lateral jerks & move safely.


21.08.23

- v. Earthing in coach body/all panels and fire-retardant properties or cables used shall be ensured for fire safety.
- vi. Speed shall be restricted to 60 kmph as per SR imposed by RDSO vide para 25.2 of FSC in case of air Spring getting deflated and this shall be incorporated in WTT by railway.
- vii. Technical /operational/maintenance requirements as stipulated in codes/Rly. Board extant guidelines for 130 kmph speed Operation shall be ensured.
- viii. LVPHR shall be maintained as per "Maintenance manual of LHB coaches".
- ix. PCME of zonal railway can impose suitable SR on condition basis for new rolling stock if required to ensure safety.
- x. There shall be no infringement to IRSOD and all PSR/TSRs Shall be complied

(Signature) 21.08.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No.2023/CEDO/SR/18/LVPHR-130kmph-IR

New Delhi, dated 21.08.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/04/2023-24-T.W, dated 11.05.2023
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(Chg.), Railway Board

(Signature) 21.08.23
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued on
21/08/2023



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



No. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL

New Delhi, dated 21.08.2023

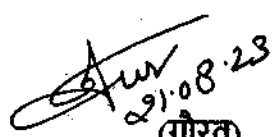
The Director General
Research Designs & Standards
Organisation
Manak Nagar,
Lucknow-226011

Sub: Introduction of Autocar Trailer Wagon 'BCATIC' [Max. Axle Load 11t] to RDSO's Drg. No. WD-22029-S-01 Alt.1 up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition over DSDC and DSC routes of IR and Eastern and Western Dedicated Freight corridors of DFCCIL

- Ref:** (i) RDSO letter no. MW/PWDA/AUTOCAR/IVC dated 24.03.2023, 01.08.2023 & dated 17.08.2023
(ii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/AUTOCAR/IVC dated 16.03.2023
(iii) CCRS letter no. Q.12011/34/2022-23-T.W., dated 27.07.2023

While processing the above cited RDSO's application dated 24.03.2023, it has been observed that RDSO vide their letters dated 01.08.2023 & carification dated 17.08.2023, has revised Transportation Code, Drawing No. & Final Speed Certificate.

In view of above, RDSO is requested to submit revised proposal routed through CCRS at the earliest.


(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address : dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Safety, Railway Board
2. EDME/Fr, Railway Board

Issued on
21/08/2023



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आज़ादी का
अमृत महोत्सव

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

75
आज़ादी का
अमृत महोत्सव

No. 2023/CEDO/SD/RS/11/09-3X-Dynamic-IR-DFCCIL

New Delhi, dated 21.08.2023

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

Sub : Condonation of infringements w.r.t. IRSOD(BG), Revised-2022 and Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by Continuous Tamping Machine with integrated Dynamic Stabilizer, Model- "09-3X Dynamic supplied by M/s Plasser, India as per GA Drawing No. UD00.1236-35 Version-4 & Wheel Profile Drawing No. WN01-730.184.IND.R7-3 Version-3

Ref : (i) CCRS office letter no. Q.14011/01/2023-24-TW, dated 04.08.2023
(ii) RDSO letter no. CT/TMM/GENERAL, dated 07.07.2023

With reference to RDSO above applications dated 07.07.2023 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. IRSOD(BG), Revised-2022 and Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by Continuous Tamping Machine with integrated Dynamic Stabilizer, Model- "09-3X Dynamic supplied by M/s Plasser, India as per GA Drawing No. UD00.1236-35 Version-4 & Wheel Profile Drawing No. WN01-730.184.IND.R7-3 Version-3., as shown in detail enclosed with above mentioned application, detail of infringements are as under:

A. Chapter-IV(D) of IRSOD

- i. Clause 17 - Minimum rigid wheel base for bogie truck of any vehicle by 300mm for satellite bogie (i.e. 1500mm instead of 1800mm)

B. Chapter-IV & XI of DFC SSOD

- i. Clause 4.4.4/11.4.4 - Minimum rigid wheel base for bogie truck of any vehicle by 30mm for main bogie and 330mm for satellite bogie (i.e. 1800mm/1500mm instead of 1830mm)

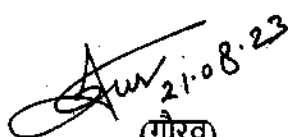
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21.08.23

Issued on
21/08/2023

- ii. **Clause 4.1.2(ii)/11.1.2(ii)** - Minimum diameter on the tread of new wheel, measured at 63.5mm from wheel gauge face by 110mm for satellite bogie (i.e. 730mm instead of 840mm)
- iii. **Clause 4.1.2(iii)/11.1.2(iii)** - Minimum diameter on the tread of worn wheel, measured at 63.5mm from wheel gauge face by 70mm for satellite bogie (i.e. 710mm instead of 780mm)

Further, above sanction of condonation is subject to the following stipulations :

"Instructions related to movement of the machine on Curves, Points and Crossing/Turnouts and Diamond Crossing should be incorporated in the Speed Certificate of its operation, whenever issued by the RDSO. In addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should be clearly mentioned in the Speed Certificate."


 (गौरव)
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
 [Rly No. 030-47598, MTNL No.-011-23047598]
 e-mail address :dceg@rb.railnet.gov.in

No. 2023/CEDO/SD/RS/11/09-3X-Dynamic-IR-DFCCIL New Delhi, dated 21.08.2023

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No.Q.14011/01/2023-24-TW, dated 04.08.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. PEDTk(M & Mc), Railway Board, New Delhi


 (गौरव)
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड



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



No. 2023/CEDO/SR/22/BCATIC/100-95-(DSDC-DSC)IR-DFCCIL

Dated 14.08.2023

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

Sub: Introduction of Autocar Trailer Wagon 'BCATIC' [Max. Axle Load 11t] to RDSO's Drg. No. WD-22029-S-01 Alt.1 up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition over DSDC and DSC routes of IR and Eastern and Western Dedicated Freight corridors of DFCCIL

Ref: (i) RDSO letter no. MW/PWDA/AUTOCAR/IVC dated 24.03.2023
(ii) RDSO Final Speed Certificate (FSC) no. MW/PWDA/AUTOCAR/IVC dated 16.03.2023
(iii) CCRS letter no. Q.12011/34/2022-23-T.W., dated 27.07.2023

The above cited RDSO's application has been duly forwarded by CCRS/LKO with the recommendation for the sanction of the Central Government for introduction of Autocar Trailer Wagon 'BCATIC' [Max. Axle Load 11t] to RDSO's Drg. No. WD-22029-S-01 Alt.1 up to a maximum speed of 100 kmph in empty and 95 kmph in loaded condition over DSDC and DSC routes of IR and Eastern and Western Dedicated Freight corridors of DFCCIL, with the stipulations mentioned in Annexure-2 to CCRS letter No. Q.12011/34/2022-23-T.W., dated 27.07.2023.

2. While processing above case for Board's sanction, EDME/Freight/RB, has commented the following remarks:

'Recommended for approval.

However, regarding condition given in para 4(iv) above "A suitable arrangement must be made to lock the wagon door when open with side wall during loading/unloading to avoid accidental hitting by the door when open", it is opined that this condition is not required to be included in the sanction, since it pertains to modification in the design/drawing of the wagons. So, instead, RDSO be advised for making necessary arrangements in the design/drawing of the wagon for this purpose.'

PED/Safety, has also remarked as under:

"The suitable arrangement to lock the wagon door in open condition with the side wall can be suitably made during design and manufacture of the wagon. Therefore EDME(Freight)'s noting #3 is acceptable."

14.08.23

3. In view of above, RDSO is requested to examine the issues involved and submit comprehensive comments at the earliest.

DA : as above

[Signature]
14.08.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Safety, Railway Board
2. EDME/Fr, Railway Board

—Continued from pp/10

Civil Engineering Dte. has also agreeing with CRS/CCRS recommendation/conditions mentioned at Para 3 & 4 above (np-8-9).

In view of the above, the case is put up for Board's approval for Relaxation to existing conditions for running of Passenger/Goods trains in the Ghat Section between Castle Rock- Kulem stations of Hubballi Division, SWR, as per CRS/CCRS recommendation & stipulation mentioned at Para 3 & 4 at np-8-9.

If approved, the draft letter to all concerned is also enclosed for approval please

DCE(G)

ADE/Civil

EDCEG

ED/Safety
PEO/Safety

AM/CE

Member (Traction and Rolling stock)

Member (Operation and Business development)

Member (Infrastructure)

FTS 3254748

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(Railway Board)



शाखा
BRANCH

C.E.D.O.

मिसिल सं.
FILE NO.

2018/CEDO/ORI/01

विषय
SUBJECT

Running of Passenger / Goods trains
on CLR (Km. 24.48) - QLK (Km. 50.59)
(Braganza Ghat) section of Hubli
Division of South Western Railway.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

NOTE

Sub:- For Cannon High Speed Scanner

CEDO, Branch is maintaining files for sanction of new coaches, wagons, Locos & Rolling stocks, Condonation for infringements, Openings of new sections etc.

Recently 313 files returned back by record branch due to completion of record keeping time. As per instructions of EDCE(G) & Director(CEG) all files has to be scanned before destroying the same.

So it is necessary a high speed CANNON Brand Scanner for scanning the above said 313 files.

Now it is requested to Director (GA), please arrange CANNON Brand high speed scanner as early as possible.

[Signature]
ADE(Civil) 04/8/23
CEDO
04.08.2023

[Signature]
Dir, CE(G) 04.08.2023

EDCE(G)
[Signature]
7.8.23

DS/G
(Dir.(GA))

[Signature]
07/08/23

o/c



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



No. 2022/CEDO/SD/01-SITAPUR

New Delhi, Dated 03.08.2023

The General Manager
North Eastern Railway,
Gorakhpur.

Sub:- Permanent Condonation for infringement due to IRSOD Schedule -I, Chapter-II, Item 1(ii) Note (c), from Km./Chainage 97.890.00 to Km. 98.530 between Sitapur Jn.-Sitapur City in connection with Sitapur Jn.-Sitapur City doubling project with electrification work of N.E. Railway

Ref : (i) CCRS letter Q.11015/01/2022-23-T.W, dated 30.11.2022

(ii) NER's letter No. W/275/Condonation/Pt-I/4A, dated 12.10.2022, 25.11.2022 and letter No. W/275/Condonation/Pt-II/4A dated 29.05.2023

With reference to the above referred application dated 29.05.2023; the sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringement of track centre w.r.t. to IRSOD Schedule -I, Chapter-I, Item 1(ii), from Km./Chainage 98.000 to 98.485 between Sitapur Jn.-Sitapur City in connection with Sitapur Jn.-Sitapur City doubling project with electrification work of N.E. Railway, as shown in Form-XVII and drawings, enclosed with above mentioned application.

The above condonation is subject to the stipulations as under:

- There shall be no simultaneous movement of trains on Thompsonganj siding and UP line. However there shall be no restriction on simultaneous movement of trains between UP & DN line and between Thompsonganj siding and DN line.
- Suitable signaling system alongwith provision of derailing switches in all lines of Thompsonganj goods shed and at sitapur Jn. yard to ensure safety against rolling down of any stock from Thompsonganj goods shed or Sitapur Jn. yard. As such there is no safety implication due to tracks centre of 4.10 m only between Thompsonganj siding and UP line.
- Suitable provision shall also be made in Station working rules of Sitapur Jn. Station to ensure above in case of failure of signaling.

[Signature]
03.08.2023
(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to:

The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg,
Lucknow-226001

Issued through g mail

[Signature]

04/8/23

ADE (CIVIL)



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



No. 2023/CEDO/SR/21/FMP-22t-100-IR-DFCCIL

New Delhi, dated 27.07.2023

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

Sub: Introduction of Multipurpose Flat wagon FMP [Max. Axle Load 22t, RDSO's Drawing no. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B)] (i) up to a maximum speed of 90 [NINETY] kmph in empty condition i.e. without trucks (ii) Up to a maximum speed of 100 [ONE HUNDRED] kmph in empty & loaded condition i.e. with trucks over Indian Railways, by Zonal Railways and up to a maximum speed of 100 kmph in both empty and loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) RDSO letter no. MW/RORO dated 17.04.2023

(ii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/RORO dated 03.04.2023

(iii) CCRS letter no. Q.12011/01/20232-24-T.W., dated 17.07.2023

The above cited RDSO's application has been duly forwarded by CCRS/LKO with the recommendation for the sanction of the Central Government for introduction of Multipurpose Flat wagon FMP [Max. Axle Load 22t, RDSO's Drawing no. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B)] (i) up to a maximum speed of 90 [NINETY] kmph in empty condition i.e. without trucks (ii) Up to a maximum speed of 100 [ONE HUNDRED] kmph in empty & loaded condition i.e. with trucks over Indian Railways, by Zonal Railways and up to a maximum speed of 100 kmph in both empty and loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, with the stipulations mentioned in Annexure-2 to CCRS letter No. Q.12011/01/20232-24-T.W., dated 17.07.2023.

While processing above case for Board's sanction,

(i) EDME/Fr, has passed the following remarks as under:

"Recommended for approval. However, after approval, before issue of sanction to Railways, RDSO to be advised to issue amendment in the final speed certificate in line with the CCRS recommendations, to prevent any confusion in the field."

[Signature]
27.7.23

(ii) PED/Safety, has passed the following remarks as under :

"The proposal for Introduction of Multipurpose Flat wagon FMP was examined from the point of view of Safety. While the proposal from RDSO has been forwarded with the recommendation of CCRS and all the stipulations of CCRS have been included in the proposal, the following may also be seen:

- a. CCRS letter No. Q.12011/01/20232-24-T.W., dated 17.07.2023 clearly specifies that no person shall be permitted to accompany the truck or any other road vehicle loaded on the Multipurpose Flat wagon FMP. This may be included suitably in the stipulations.
- b. Item 6. of the stipulations in stipulations mentioned in Annexure-2 to CCRS letter No. Q.12011/01/20232-24-T.W., dated 17.07.2023, is in the form of a suggestion. This should either be included as a concrete stipulation or a reason given for not including it in the stipulations at all.

May like to forward requiring to address the above."

RDSO is requested to examine the issues involved and submit comprehensive comments at the earliest.

DA : as above

[Signature] 27.07.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address : dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Safety, Railway Board
2. EDME/Fr, Railway Board

Issued through g mail

[Signature]

27/7/23
ADE (CIVIL)



मानव विमानन विभाग
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

M.E. Railway, DRM Office Campus
16, Ashok Marg, Lucknow-226 001
E-mail : shrotoom@gmail.com

94

पूर्वोत्तर रेलवे, न.रे.म. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-Q.12011/01/2023-24-त.वि

दिनांक-17.07.2023

सेवा में,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

Sub Introduction of Multipurpose Flat wagon FMP [Max. Axle Load 22t, RDSO's Drawing no. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B)] upto a maximum speed of 100 kmph in both empty loaded conditions over IR routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

- Ref.** (i) RDSO's letter no. MW/RORO, dt. 19.04.2023
(ii) RDSO's Final Speed Certificate no. MW/SPD/BG/RORO dt. 03.04.2023
(iii) This office letter of even no. dt. 11.05.2023
(iv) RDSO letter no. MW/RORO dt. 20.06.2023
(v) CRS/SCC letter no. 12038/1/FMP/23-24/SCC dt.03.07.2023

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of 100 kmph in both empty and loaded conditions over IR routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref (ii).

Statutory inspection of the subject rolling stock was carried out by CRS/SCC on 29.04.2023 at New Rewari, WDFC. Inspection Report of the rolling stock is enclosed as **Annexure-1**. Vide this office letter under ref(iii), RDSO was requested to furnish its comments/action proposed on the RDSO related items in the inspection report. RDSO vide letter under ref(iv) has submitted its reply. Further CRS/SCC vide ref(v) has furnished his remarks on Para 4(xiii) & Para 6(iv), Para 5(iii) & (iv), Para 6(v) of RDSO reply submitted vide ref(iv)

CRS/SCC in his remarks furnished vide ref(v) has mentioned that Ride Index (RI) value(4.49) is too close to the limit set by RDSO(4.5) and slight change in actual speed can result in RI crossing the limit. Hence speed of **90 Kmph is recommended in empty condition without trucks.**

It is further noted that Wagon Design Directorate of RDSO in its reply submitted vide ref (iv) has mentioned that wagon has been designed for transportation of trucks/other commodities vehicles without any operator[Para 5(iii) & (iv)]. In view of the above **no person shall be permitted to accompany the truck or any other road vehicle loaded on the proposed wagon.**

Based on the examination of available documents in this office, clarification submitted by RDSO vide Ref(iv) and **recommendations of the CRS/SCC in his Inspection Report of the rolling stock**, operation of Broad Gauge Multipurpose Flat wagon type 'FMP' [Maximum Axle Load:22t] to RDSO's Drawing No. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B) **over IR routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL** is recommended for sanction of the Central Government to the Railway Board as under

- (i) Up to a maximum speed of 90 [NINETY] kmph in empty condition i.e. without trucks
(ii) Up to a maximum speed of 100 [ONE HUNDRED] kmph in empty & loaded condition i.e. with trucks
This shall be subject to compliance of the conditions mentioned in Annexure-2.

Digitally signed by
Ahmad Nadeem
Siddiqui
Date: 2023.07.17
13:21:39 +05'30'

(अहमद नदीम सिद्दीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:

महानिदेशक/अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

Conditions to be ensured by the Railway for operation of Broad Gauge Multipurpose Flat wagon type 'FMP' [Maximum Axle Load:22t] to RDSO's Drawing No. WD-19066-S-02 Alt.8 (for Car- A) & WD-19067-S-02 Alt.9 (for Car- B) up to a maximum speed of 90 [NINETY] kmph in empty condition i.e. without trucks and 100[HUNDRED] Kmph in empty & loaded condition i.e. with trucks over IR routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

1. Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/RORO, dt. 03.04.2023. Remarks of the IR/DFCCIL against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
3. All the stipulations mentioned in the Drg No. WD-23037-S-01 shall be ensured by Zonal Railway/DFCCIL/private party during loading of the road vehicles/steel coils/containers etc.
4. Zonal Railways/DFCCIL shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during various processes involved in loading & unloading operation
5. In case of empty movement of the rake, lashing/locking material should either be removed or secured properly on the floor of the wagon to avoid its hanging during the run.
6. It was observed during the inspection that the stopper is secured with floor plate by means of only two pins due to which it can easily be taken out by a miscreant. It is, therefore, suggested that it should be secured with the floor plate by means of a suitable Anti Pilferage Device (APD).
7. The person guiding the movement/stabling of the Road vehicle shall ensure that it is placed on the wagon in such a manner that its tyres just touch the stopper/sand bag. Such person shall be clearly identified in point (iv) above of this Para.
8. Certificate issued by the authorized "Static Weigh Bridge" indicating the gross weight of the road vehicle must be deposited with Railway/DFCCIL before loading on the wagons to ensure that road vehicles having wt. in excess of 55t are not loaded.
9. In case of consignment falling under the category of ODC, the stock shall be operated as per the Railway Board's extant Instructions on the subject.
10. Hand Brakes of the wagons are to be in applied condition. in the entire rake during loading operation.
11. Hand brakes and other safety related equipment of the road vehicles should be checked before loading them on the wagons
12. No person shall be permitted to accompany the truck or any other road vehicle loaded on the proposed wagon.
13. In case of persons travelling in a suitable vehicle attached to the train consisting of the proposed wagons following shall be ensured
 - (i) Their ID proofs shall be deposited with the Railway/DFCCIL before the commencement of journey.
 - (ii) As these persons are bona-vide passengers as per Para 11 of Rly Board letter No TCR/1076/2020/Ro-Ro/DFCCIL/3333602 dated 15.01.2021, suitable policy regarding various issues including their safety, comfort, insurance etc. may be issued by Railway Board.
 - (iii) Since the travel time is likely to be more than 4 hours, suitable facilities including toilet and food arrangement should be provided
14. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
15. No overdue in track/rolling stock maintenance shall be permitted.

1526406

(96)



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आज़ादी का
अमृत महोत्सव

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

75
Azadi Ka
Amrit Mahotsav

No. 2022/CEDO/SD/01-SITAPUR

New Delhi, dated 25.07.2023

The General Manager
North Eastern Railway,
Gorakhpur

Sub:- Permanent Condonation for infringement due to IRSOD Schedule -I, Chapter-II, Item 1(ii) Note (c), from Km./Chainage 97.890.00 to Km. 98.530 between Sitapur Jn.-Sitapur City in connection with Sitapur Jn.-Sitapur City doubling project with electrification work of N.E. Railway.

Ref : (i) CCRS letter Q.11015/01/2022-23-T.W, dated 30.11.2022

(ii) NER's letter No. W/275/Condonation/Pt-1/4A, dated 12.10.2022, 25.11.2022 and dated 29.05.2023

While processing above case for Board's sanction, PED/Safety has passed the following remarks as under :

1. "There should not be any unsignalled simultaneous movement on UP main line and TSG line. No movement should be allowed on one of these lines (UP main line and TSG line) if another line is occupied or obstructed in case of signal failure or any unusual incident. Suitable provision shall also be made in Station Working Rules of Sitapur Jn. / Sitapur City Station to ensure above.
2. It is suggested to have comments of CRS on the revised proposal of NER"

Railway is requested to examine the issues involved and submit comprehensive comments at the earliest.

(Signature) 25.07.23
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23647598]
e-mail address : dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. PED/Safety, Railway Board
2. ED/GS/Civil-II, Railway Board

Issued through g mail

(Signature)

25/7/23

ADECCIVIL

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata(BG)

Ref: (i) Metro Railway Kolkata letter No. MRTS/W-10/Draft SOD, dated 06.07.2023

(ii) Railway Board letter No. 83/MTP/C/22, dated 30.11.1994

Previously SOD for Metro Railway was approved vide Railway Board letter No. 83/MTP/C/22, dated 30.11.1994 referred (ii) above, now Metro Railway Kolkata vide their letter No. MRTS/W-10/Draft SOD, dated 06.07.2023 submitted the proposal to issue corrigendum in SOD of BG network of Kolkata Metro 1994.

In view of above, ED/Gati Shakti-II directorate, may take necessary action for processing case to issue corrigendum in SOD of BG network of Kolkata Metro 1994 accordingly

DA: as above

DCE(G)

EDCE(G)

ED/Gati Shakti-II

o/c
(Kishan Chand Sharma)
ADE/Civil
R.No. G-44

Dist
13/7/23



METRO RAILWAY
METRO RAIL BHAVAN
33/1, CHOWRINGHEE ROAD
KOLKATA - 700 071

No. MRTS/W-10/Draft SOD

Executive Director, Civil Engineering/G,
Railway Board, Rail Bhavan
New Delhi - 110001 (edceg@rb.railnet.gov.in)

Dated: 06.07.2023

Sub: Proposal for change in SOD provisions regarding Platform height and distance of platform coping for Metro Railway, Kolkata (BG).

It has been observed that excessive horizontal gap and excessive height difference in PF and Coach floor level, exists only in BG Lines of Kolkata Metro (MRK). The reason being that SoD of BG network of MRK was last finalized in 1994 (approved by Railway Board vide reference No. 83/MTP/C/22 dated 30.11.94), whereas SoD for the SG Line under construction by KMRCL has been finalized very recently, in line with the other new Metros. The problem is further aggravated when actual gaps or level differences are beyond even the BG SOD limits.

This issue was personally pointed by Hon'ble MR when he inspected Joka-Taratata (BG) metro section last month. Such height difference and gaps cause inconvenience to passengers and affect their safety.

A comparative list of SOD clearances in different Metro lines in India are enclosed as Annexure-A. Clearly, SOD of BG Lines of MRK is at variance with the rest of the Metro systems. Since, it is practically not possible to change rolling stock dimensions, the SOD dimensions related with platforms are required to be changed.

The proposed changes in SoD and resultant dimensions are tabulated as under which will reduce the anomalies to some extent-

Platform:-

No.	Item description	Existing	Proposed	Min Clearance*	Maximum Clearance*
5(a)	Maximum Horizontal distance from Centre of Track to face of Platform coping	1475 mm	1455 mm	75mm	85mm
5(b)	Minimum Horizontal distance from Centre of Track to face of Platform coping	1465 mm	1445 mm		

(* Maximum Coach width taken as 2740mm as prescribed in SOD)

Platform:-

No.	Item description	Existing	Proposed	Min level diff**	Max level diff**
6(a)	Maximum height above Rail Level for passenger platform	1035 mm	1075 mm	05 mm	95 mm
6(b)	Minimum height above Rail Level for passenger platform	1025 mm	1065 mm		

(**Coach floor level varies from 1080 mm to 1160 mm)



ACU
13.2.23
EDCE/G
Pl- discuss

12/7

14.07.23
ADCE/CEPO
(TA/CEPO)

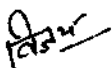
In view of above discussions, the proposed corrigendum in SoD of BG network of Kolkata Metro 1994 (approved by Railway Board vide reference No. 83/MTP/C/22 dated 30.11.94), is as given below:

SOD item	Existing description	Proposed description (future works only)
5(a)	Maximum Horizontal distance from Centre of Track to face of Platform coping ... 1475mm	Maximum Horizontal distance from Centre of Track to face of Platform coping ... 1455mm
5(b)	Minimum Horizontal distance from Centre of Track to face of Platform coping ... 1465mm	Minimum Horizontal distance from Centre of Track to face of Platform coping ... 1445mm
6(a)	Maximum height above rail level for passenger platform ... 1035mm	Maximum height above rail level for passenger platform ... 1065mm
6(b)	Minimum height above rail level for passenger platform ... 1025mm	Minimum height above rail level for passenger platform ... 1075mm

A copy of SoD of BG network of Kolkata Metro 1994 is enclosed.

This has approval of General Manager, Metro Railway.

DA: As stated above.

 Digitally signed by V.K. SRIVASTAVA
Date: 2023.07.05
18:46:31 +05'30'

(V.K. Srivastava)
Principal Chief Engineer
Metro Railway

Copy for information to:-

1. Director General/RDSO, Lucknow (dg@rdso.railnet.gov.in)
2. PED/Gati Shakti/Railway Board, New Delhi (pedgs.akk.in@gmail.com)
3. ED/UT/RDSO, Lucknow (edco.uths@rdso.railnet.gov.in)
4. PCSO, PCOM, PCEE, PCME - Metro Railway
5. Chief Engineer/O&M, Chief Engineer/Con - Metro Railway
6. Executive Director / Metro, Rail Vikas Nigam Limited, 24, Deshpriya Shastri Road, (Beside Tollygunge Railway Station), Kolkata-700 033 (edmetrokolkata@gmail.com)

Coach body to PF Coping face Gap & Coach floor to Cop h gap level diff. (based on approved SoDs)						
S. No.	METRO	Clearances (in mm)				Remarks
		X		Y		
		Max	Min	Max	Min	
1	MRK SG	85	75	55	25	DC
3	PUNE	75	70	55	45	
4	MMRCL	70	60	45	35	
5	MMRDA	70	60	45	35	
6	MPM	75	66	55	45	
7	CMRL	65	60	55	45	
8	DMRC	65	60	60	50	
9	NAGPUR	75	70	45	35	
10	NOIDA	75	70	55	45	
11	GURGAON	92	87	55	45	DC
12	KOCHI	85	80	45	35	DC
13	KANPUR	75	70	45	35	DC
15	HMRL	75	70	45	35	
16	MMOPL	85	75	60	40	
17	NAVI MUMBAI	75	70	55	45	
18	LMRCL	65	60	45	35	
19	SMRCL	70	60	45	35	DC



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



No. 2023/CEDO/MRK-SOD/O/3435971

New Delhi, dated 13.07.2023

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

Sub: Provision of rubber fenders at PF copings to cover the excess gaps between coping and the coach in the section from Joka to Taratala section

Ref: Metro Railway Kolkata letter No. MRTS/W-90/49A/Pt.XI, dated 29.06.2023

Please find enclosed herewith copy of letter No. MRTS/W-90/49A/Pt.XI, dated 29.06.2023 from Principal Chief Engineer, Metro Railway, Kolkata referred above, wherein directive issued to ED/Metro/RVNL "for existing PF gap, RVNL should provide rubber fenders to maintain clear gap between 75mm to 85mm for existing PF height difference".

RDSO is requested to examine the issue.

DA: as above

(Signature)
13.07.2023
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address : dceg@rb.railnet.gov.in

Copy to ED Standrds (Track-1), RDSO, Lucknow, for information and necessary action please.

Issued through mail
(Signature)
17.7.23
ADEE (V16)



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



No. 2021/CEDO/SD/IRSOD2021

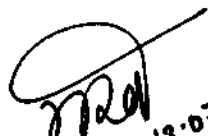
New Delhi, dated 13.07.2023

The General Manager,
Southern Railway,
Chennai.

Sub : Electrification of Erode - Karur - Tiruchchirappalli section- Extension of Condonation sanction to vertical infringement at existing ROB No.E-17 at Tiruchchirappalli Fort Yard - Tiruchchirappalli Division - reg.

Ref: SR's letter No. W.469/RE/E-17, dated 08.05.2023

1. Regarding above subject, it is to inform you that Railway Board has issued IRSOD(BG) Revised, 2022 vide letter No. 2021/CEDO/SD/IRSOD2021, dated 27.07.2022 (available at https://indianrailways.gov.in/railwayboard/view_section.jsp?Lang=0&id=0,1,304,366,526,2740,2741). Now, subject condonation is within the power of CRS.
2. Railway is requested to take further necessary action accordingly.


(गौरव)
13.07.23

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to : ED/GS(Elect.), Railway Board, New Delhi

Issued through g mail
@khans
17.7.23
e-3379965
ADECEVH

SCHEDULE - I
STANDARD DIMENSIONS
1676mm GAUGE (BG)
CHAPTER I - GENERAL

The DIMENSIONS given in this Schedule-I have been classified under two heads namely for 'Existing works' and for 'New works'. Existing works means the works which were existing before issue of Indian Railway Schedule of Dimensions (BG), Revised-2004.

New works would include altogether new constructions, additions of new lines, new structures, gauge conversion and doubling. However, it does not include the works of alteration such as shifting of a Points and Crossings, extension of siding, extension of loop line, alteration in building etc.

The dimensions, except for existing works, are to be observed on all 1676 mm gauge on Indian Railways for execution of new works. Provided that infringement to any provision of IRSOD Chapter I, II, III, V, VA & VB of Schedule I can be condoned by the Commissioner, provided further that for infringement beyond the dimensions prescribed in Schedule II, if any, or wherever specific mentions appear in Schedule I, sanction for condonation shall be obtained from Railway Board through Commissioner/Chief Commissioner of Railway Safety.

[See Diagram Nos. 1A, 1A (Modified), 1B, 1C and 1D]

NOTE:

- (1) Items 8 and 10 are applicable only to structures outside station yards. All other items are of general applicability.
- (2) For running EMU and other 3660mm Stock on existing works, clearances prescribed in items 13(i) (a) and (ii) of Chapter I "Tunnels, Through and Semi Through, Girder Bridges" shall also be required for all structures governed by items 1(i), 7(i), 8(i) and 12 of this chapter and not only for tunnels, through and semi through girder bridges.

Spacing of Tracks:-

1 Minimum distance center to center of straight tracks

- | | |
|---|--------|
| (i) For existing works | 4265mm |
| (ii) For new works/addition to existing works | 5300mm |

Note: (a) See Appendix for extra clearance required on curves.

- (b) For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13.

No. MRTS/W-90/49A/Pt. XI

Dated 29.06.2023

Executive Director / Metro
Rail Vikas Nigam Limited
24, Deshpriya Shastri Road
(Beside Tollygunge Railway Station)
Kolkata-700 033 (edmetrakolkata@gmail.com)

Sub: Provision of rubber fenders at PF copings to cover the excess gaps between coping and the coach in the section from Joka to Taratala section.

Ref:- 1) This office letter of even no. dated 15.06.2023
2) Your letter No. ED/Metro/RVNL/KOL/Metro/383 dated 15.06.2023

The matter has been considered in detail and the same was presented before Hon'ble MR also, during his recent visit to Kolkata.

It has been observed that excessive horizontal gap and excessive height difference in PF and Coach floor level, exists only in BG Lines of Kolkata Metro (MRK). The reason being that SoD of BG network of MRK was finalized at least 40 years back, whereas SoD for the SG Line under construction by KMRCL has been finalized very recently, in line with the other new Metros. The problem is further aggravated when actual gaps or level differences are beyond even the BG SOD limits.

A comparative list of SOD clearances in different Metro lines in India are enclosed. Clearly, SOD of BG Lines of MRK is at variance with the rest of the Metro systems. Since, it is practically not possible to change rolling stock dimensions, the SOD dimensions related with platforms are required to be changed.

Metro Railway is processing to change some of the items in our old SOD to remove these discrepancies. The existing & proposed SOD dimensions for our BG network are as tabulated below-

Platform:-

No.	Item description	Existing	Proposed	Min Clearance*	Maximum Clearance*
5(a)	Maximum Horizontal distance from Centre of Track to face of Platform coping	1475 mm	1455 mm	75mm	85mm
5(b)	Minimum Horizontal distance from Centre of Track to face of Platform coping	1465 mm	1445 mm		

(* Maximum Coach width taken as 2740mm as prescribed in SOD)

Platform:-

No.	Item description	Existing	Proposed	Min level diff**	Max level diff**
6(a)	Maximum height above Rail Level for passenger platform	1035 mm	1075 mm	05 mm	95 mm
6(b)	Minimum height above Rail Level for passenger platform	1025 mm	1065 mm		

(**Coach floor level varies from 1080 mm to 1160 mm)

However, to avoid repeating discrepancies of past, all under construction/future platforms of BG Metro, must be constructed as per proposed dimensions mentioned above. Necessary corrigendum for SOD of BG Metro, Kolkata shall be got issued before next commissioning.

For existing PF gap, RVNL should provide rubber fenders to maintain clear gap between 75mm to 85 mm. For existing PF height difference, raising of platforms may be planned properly (with insulation) as this may affect utilities like Lift, escalators etc.

Corrigendum for SOD of BG Metro, Kolkata is being processed separately.

DA/As above

For the signature of
Principal Chief Engineer
Metro Railway
(V.K.Srivastava)
Date: 2023/06/20
Time: 10:55 AM

Copy for information to:-

1. General Manager/Metro Railway.
2. Director General/RDSO, Lucknow (dg@rdso.railnet.gov.in)
3. PED/Gati Shakti/Railway Board, New Delhi (pedgs.akk.in@gmail.com)
4. EDCE/G, Railway Board, New Delhi (edceg@rb.railnet.gov.in)
5. ED/UT/RDSO, Lucknow (edco.uths@rdso.railnet.gov.in)
6. PCSO, PCOM, PCEE, PCME - Metro Railway
7. Chief Engineer/O&M, Chief Engineer/Con - Metro Railway
8. Chairman & Managing Director, Rail Vikas Nigam Limited, Plot no 25, First Floor August Kranti Bhawan, Bhikaji Cama Place, R. K. Puram, New Delhi - 110066 (cmdrvnl@rvnl.org)
9. CPM/RVNL/Kol-1 and CPM/RVNL/Kol-2, Rail Vikas Nigam Limited, 24, Deshpriya Shastri Road (Beside Tollygunge Railway Station), Kolkata-700 033 (cpmlinelokolkata@gmail.com, rvnlkol2@gmail.com)

Coach body to PF Coping face Gap & Coach floor to Coping top level diff. (based on approved SoDs)						
S. No.	METRO	Clearances (in mm)				Remark
		X		Y		
		Max	Min	Max	Min	
1	MRK SG	85	75	55	25	DC
2	MRK BG	110	95	135	45	DC
3	PUNE	75	70	55	45	
4	MMRCL	70	60	45	35	
5	MMRDA	70	60	45	35	
6	MPM	75	66	55	45	
7	CMRL	65	60	55	45	
8	DMRC	65	60	60	50	
9	NAGPUR	75	70	45	35	
10	NOIDA	75	70	55	45	
11	GURGAON	92	87	55	45	DC
12	KOCH	85	80	45	35	DC
13	KANPUR	75	70	45	35	DC
15	HMRL	75	70	45	35	
16	MMOPL	85	75	60	40	
17	NAVI MUMBAI	75	70	55	45	
18	LMRCL	65	60	45	35	
19	BMRCL	70	60	45	35	DC



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



No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, Dated 05.07.2023

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

Sub: Introduction of Air Conditioned EMU coaches {Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC and Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively} fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as pre provisions of Indian Railways Permanent Way Manual, June 2020 containing track Geometry standards under Para 522 for use by any Railway

Ref: (i) RDSO's letter no. letter no. MC/Air-Conditioned/On Board EMU/MEDHA, dated 20.04.2023

(ii) CCRS office letter no. Q.12011/02/2023-24-TW, dated 23.06.2023

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Air Conditioned EMU coaches {Transportation code : EW2DMCAC, EW2TCAC & EW2MCAC and Layout Drawing No.: EMU2/DMC/AC-9-0-001,alt-f, EMU2/TC/AC-9-0-001,alt-f & EMU2/NDMC2/AC-9-0-001, alt-e for Driving Motor Coach (DMC), Trailer Coach (TC), Trailer Coach (TC) & Non-Driving Motor Coach (NDMC) respectively} fitted with 3-phase on-board propulsion system of M/S Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, up to a maximum operational speed of 100 kmph on track maintained as pre provisions of Indian Railways Permanent Way Manual, June 2020 containing track Geometry standards under Para 522 for use by any Railway, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

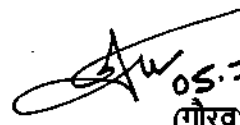
- i. Railway Board vide letter no. 2017/CEDO/SR/26 dated 19.12.2017 advised to provide Automatic Smoke Detection & Fire Alarm System in all coaches in two yearstimebut the same has not been fitted till date. Automatic Smoke/Fire Detection with Fire Alarm System as per guidelines provided by RDSO shall be retrofitted in the inspected rake as well as in future rakes in short time frame for public safety.
- ii. While communicating with passenger PECU, passenger's face was not visible. Relocation of cameras and coverage of entire coach by CCTV shall be ensured.

05.07.23

- iii. The cameras fitted outside the coach couldn't capture the picture of the persons standing on the platform with proper resolution. This needs to be rectified.
- iv. There is gap between Fall plate covers/chequered plates provided between two coaches which may cause entrapment of passenger's foot resulting in injury. This gap may be nullified to avoid any untoward incident.
- v. Necessary changes in the TCMS software should be made for not allowing the traction (traction cut-off) in case more than 50% of the bogies in isolated condition.
- vi. Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.
- vii. During trial, door obstruction test was conducted and it was observed that obstruction of 20 mm was not detected. System should be re-calibrated for detection of 10 mm obstruction before commercial operation of the stock.
- viii. Emergency ladders provided for detrainment of passengers in case of emergency are almost one foot inside the floor making them unsuitable for disembarking especially by elderly persons & children. A suitable mechanism for enabling the passengers to detrain safely in case of emergency must be explored.
- ix. On board HT cubicles have risk of fire safety in public area in addition to disadvantage of occupying sizeable area. This needs to be avoided in future rakes.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.



 05.7.23
 (गौरव)
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
 [Rly No. 030-47598, MTNL No.-011-23047598]
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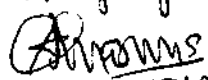
No. 2023/CEDO/SR/20/AC-EMU-MEDHA

New Delhi, Dated 05.07.2023

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. Executive Director (Standards) Carriage, RDSO, Lucknow
4. EDME(Coaching) Railway Board


 05.07.23
 (गौरव)
 निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
 [Rly No. 030-47598, MTNL No.-011-23047598]
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Issued through g mail

 06/7/23
 ADE (CIVIL)



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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पूर्वोत्तर रेलवे, म.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

No. Q.12011/02/2023-24-TW

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

दिनांक 23.06.2023

To
Secretary (Civil)
Ministry of Railway
Railway Board
Rail Bhavan
New Delhi

Sub: Introduction of Air Conditioned EMU coaches fitted with 3-phase on-board propulsion system of M/s Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, upto a maximum operational speed of 100 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June 2020 containing track Geometry standards under Para 522 for use by any Railway

Ref.: 1. DG/RDSO's letter No. MC/Air-Conditioned/On Board EMU/MEDHA, dt. 20.04.2023
2. This office letter of even no Q.12011/02/2023-24-TW dt. 03/05/2023
3. RDSO letter no. MC/Air-Condition/On Board EMU/Medha, dated: 08/06/2023

Vide Ref (1), the case for Introduction of Air Conditioned EMU coaches fitted with 3-phase on-board propulsion system of M/s Medha electrics and pneumatic suspension in secondary stage manufactured by ICF Chennai, was received in Commission office. After scrutiny of proposal, inspection of subject rolling stock was conducted by CCRS at EMU Car shed, Mumbai on 02.05.2023. During inspection it was observed by CCRS that the proposed AC EMU rake was lying in shed for four years and was already POH overdue and it also did not have Automatic Smoke Detection & Fire Alarm System as advised by Board vide its letter no. 2017/CEDO/SR/26 dt. 19.12.2017 and also there were other observations. Accordingly vide this office letter under Ref 2, RDSO was advised to furnish compliance on the safety related deficiencies observed during the inspection. RDSO, vide Ref 3 has submitted its compliance and confirmed that all observations have been complied and cables are fire resistance type and meeting for EBD norms, PA norms, and safety norms.

Layout Drawing No., Unique Transportation Code and Tare & Gross weight of proposed coaches of AC EMU are as under:

SN	Type of coach	Layout Drawing No.	Transportation code	Tare Weight	Gross Weight
1	Driving Motor Coach (DMC)	EMU2/DMC/AC-9-0-001,alt-f	EW2DMCAC	60.943 t	80.383 t
2	Trailer Coach (TC)	EMU2/TC/AC-9-0-001,alt-f	EW2TCAC	45.128 t	80.168 t
3	Non Driving Motor Coach (MC)	EMU2/NDMC2/AC-9-0-001,alt-e	EW2MCAC	59.451 t	78.891 t
4	Trailer Coach (TC1)	*Not Mentioned in Speed Certificate			

In order to confirm the compliance of the deficiencies advised vide letter mentioned in ref 2, the followup inspection of the rake was conducted on 13/05/2023 by CCRS team. After the inspection, speed trial was also conducted on 14/06/2023 from 01:18 Hrs to 03:50 Hrs from Mumbai Central to Vasai Road and back at maximum speed upto 110 kmph.

Inspection report of the rolling stock is enclosed as Annexure-1. (Full Report)

Based on the inspections done on 02.05.2023 & 13/14.06.2023, speed trial and the documents submitted by the RDSO, the subject rolling stock is found generally in order and is therefore recommended for sanction of Central Govt., subject to the compliance of the conditions mentioned in Annexure-2

*Measures to be taken for improvement of Air-Conditioned EMU coaches fitted with On Board 3-phase IGBT based propulsion system extracted from CCRS Inspection Report are enclosed as Annexure-3. The compliance of the same should be submitted to the Commission before the introduction of the subject rolling stock.

Further, Measures for further improvement of Air-Conditioned EMU coaches fitted with On Board 3-phase IGBT based propulsion system are also attached as Annexure-4.


23/6/23
Chief Commissioner of Railway Safety

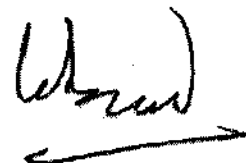
DA: as above

Copy to : DG RDSO

Manak Nagar Lucknow- 226011

Conditions to be ensured by the Railway for operation of Air-Conditioned EMU coaches fitted with On Board 3-phase IGBT based propulsion system for operation up to a maximum speed of 100 kmph over Indian Railways

1. Observance of all conditions laid down in RDSO's Final Speed Certificate (PSC) no. MC/Air-Condition/On Board EMU/Medha Dated 20/04/2023 Remarks of the Railways against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
3. All the provisions contained in the Railway Board's letter no. 2014/CE-ILTSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Kmph should be strictly complied.
4. As per Para 7.8.9 of IRSEM 2021, important minimum signalling features shall be ensured during train running
5. As per Para 6.1.2 of Revised Policy circular-6 dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General rules 1976-Rule 4.08 1(a).
6. Railway shall comply all the stipulations mentioned in the EIG(ICF) letter no. ICF/E-G/EIG/RS/2022/1 dated 15/11/2022 for 12 car formation AC EMU rake
7. Railway Board vide letter no. 2017/CEDO/SR/26 dt. 19.12.2017 advised to provide Automatic Smoke Detection & Fire Alarm System in all coaches in two yearstimebut the same has not been fitted till date. Automatic Smoke/Fire Detection with Fire Alarm System as per guidelines provided by RDSO shall be retrofitted in the inspected rake as well as in future rakes in short time frame for public safety.
8. It shall be ensured that driver cab is locked from inside during run to prevent the entry of any unauthorized person.
9. Earthing in the coach body & all the panels shall always be properly maintained.
10. Height of station platform from rail level shall not exceed 900mm.
11. Emergency egress device provided in the coach shall remain unlocked for use by the passengers.
12. Withdrawal of AC EMU rake from service if more than one door on one side becomes defective.
13. Suitable setting of temperature inside coaches to ensure comfortable conditions to passengers, considering ambient condition and frequent opening & closing of doors.
14. Availability of at least one technician in AC EMU train for a period of first 15 days of its introduction. The staff shall also educate passengers for opening of automatic doors during emergency.
15. Ensuring necessary resources i.e. trained operation and maintenance staff and adequate number of spare parts/ consumables for running & operation of AC EMU train.



Annexure-3

Based on the inspections done on 02.05.2023 & 13/14.06.2023, speed trial and the documents submitted by the RDSO, the subject rolling stock is found generally in order and is therefore recommended for sanction of Central Govt., subject to the compliance of the conditions mentioned in below:

- i. *Railway Board vide letter no. 2017/CEDO/SR/26 dt. 19.12.2017 advised to provide Automatic Smoke Detection & Fire Alarm System in all coaches in two yearstimebut the same has not been fitted till date. Automatic Smoke/Fire Detection with Fire Alarm System as per guidelines provided by RDSO shall be retrofitted in the Inspected rake as well as in future rakes in short time frame for public safety.*
- ii. *While communicating with passenger PECU, passenger's face was not visible. Relocation of cameras and coverage of entire coach by CCTV shall be ensured.*
- iii. *The cameras fitted outside the coach couldn't capture the picture of the persons standing on the platform with proper resolution. This needs to be rectified.*
- iv. *There is gap between Fall plate covers/chequered plates provided between two coaches which may cause entrapment of passenger's foot resulting in injury. This gap may be nullified to avoid any untoward incident.*
- v. *Necessary changes in the TCMS software should be made for not allowing the traction (traction cut-off) in case more than 50% of the bogies in isolated condition.*
- vi. *Stainless steel pipes of BP, MR, air bellow, auxiliary reservoir, brake cylinder, compressor etc. should be color coded for easy identification by maintenance staff.*
- vii. *During trial, door obstruction test was conducted and It was observed that obstruction of 20 mm was not detected. System should be re-calibrated for detection of 10 mm obstruction before commercial operation of the stock.*
- viii. *Emergency ladders provided for detraining of passengers in case of emergency are almost one foot inside the floor making them unsuitable for disembarking especially by elderly persons & children. A suitable mechanism for enabling the passengers to detrain safely in case of emergency must be explored.*
- ix. *On board HT cubicles have risk of fire safety in public area in addition to disadvantage of occupying sizeable area. This needs to be avoided in future rakes.*



Annexure-4**Measures for future improvement of 12 car formation Air-Conditioned EMU**

1. Para S.No 1-8 of the maintenance related suggestions by Western Railway as mentioned in this office dt.03.05.2023 have been complied. These measures should also be implemented during the series production of the proposed rake.
2. Voice logger may be provided for Emergency Talk Back Unit and for communication between driver and guard with provision of voice recording .
3. Kunrling on door grabs should be provided in future rakes
4. Quality of door hinges to be improved in future production of the rakes
5. Protective Earth return in TC coaches is provided only through equipotential cables to MC coaches. It is advised that Earth return brushes/earth return current units also to be provided on all TC axles for better safety

