

भारत सरकार (GOVERNMENT OF INDIA)

रेल मंत्रालय (MINISTRY OF RAILWAYS)

रेलवे बोर्ड (RAILWAY BOARD)

No. 2019/CE-II/TS/25t

New Delhi, dated 01.09.2020

(16) → General Manager
All Zonal Railways

(51) → Director General
RDSO
Lucknow

Sub: Operation of 25 ton axle load over selected routes of IR and feeder routes of DFC

Ref: i) Board's letter no. 2013/TT-1/27/15 dated 28.07.2020
ii) Board's letter no. 2018/CE-II/TS/25T dated 14.03.2018

Board during meeting held on 22.07.2020 has approved the immediate restarting of 25 ton axle load operation with such rolling stock as fit/certified for 25 ton axle load on 7 notified routes spread over 4 Zonal Railways (ECoR, SER, SECR & SWR). Based on Board's approval, Traffic Transportation dte of Board vide letter under reference (i) above (copy enclosed), has issued instruction for restart of 25 ton axle load on selected routes of IR.

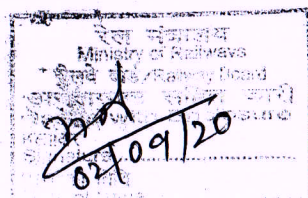
2. The matter has been further deliberated in Board by multi disciplinary committee (Civil, Mechanical and Traffic) and it has been decided that as an interim measure, speed of 45 kmph can be permitted for 25 ton axle load wagon on 60 kg 90 UTS rail on 7 notified routes and DFC feeder routes with following safety regulations:

(a) WILDs need to be installed on priority and detachment / maintenance protocols on critical alarms as per JPO to be followed. 25 ton axle load wagon can run on the above routes on 60 kg 90 UTS rail at 45 kmph, if WILD is installed and in working condition.

(b) Compulsory weighment of every rake along with action on overloaded wagons/rakes as per protocols of JPO issued on weigh bridges (2009) vide letter dated 29.07.2008 must be ensured. In all cases of unweighed rakes, except for the exempt category rakes, the existing instruction of running at restricted speeds upto next EIMWB should be strictly followed and these should be part of WTT in case not already so on any Zone. Also, whenever overloading is detected, load adjustment should be compulsorily done and certified so by the station/yard in charge of the location where load adjustment has been done.

(c) Adequate powering of train must be ensured and monitored by Zonal Railways.

GM of the Zonal railways shall identify the routes on which 25 ton axle load wagon can run, having 60 kg 90 UTS rail and other pre-requisite as mentioned in Para-2 above. Fitness of bridges should also be checked for running at 45 kmph. However, these routes will be notified by Railway Board on the recommendation of Zonal Railways.



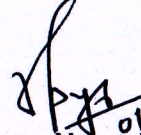
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- ②
4. For increasing the speed beyond 45 kmph, detailed study is required regarding the type of rail, rail wheel interaction analysis and fitness of bridges for operation of 25 ton axle load. RDSO is advised to carry out detailed study involving Track, Bridges & Wagon Dte. and come out with clear cut recommendation within a month for finalizing further road map for running of 25 ton axle load wagon beyond 45 kmph.

This issues with the approval of Board (ME).


(Pradeep Nagar)
Director Civil Engg. (Plg)
Railway Board
01.09.2020

DA: as above

Circulation in Board

✓ PED/TT(M), ✓ EDME/Freight, ✓ PED/Bridge. HL

OK



भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.2013/TT-1/27/15

New Delhi, dated 28.07.2020

General Managers, 2019/CE-II/TS/254 - 01.09.20
All Zonal Railways.

Sub : Operation of 25 Tonne Axle Load over selected routes of IR and feeder routes of DFC

Ref : Minutes of meeting of the Board held on 22.7.2020 [Para 7(b)]

On the subject matter, Board during the meeting held on 22.07.2020 has decided as below:

"Board approved immediate restarting of 25 ton axle load operation with such rolling stock as are fit/certified for 25 ton axle load on the following 7 notified routes:

S.No.	Railway	Name of Routes
1.	ECoR	Banspani-Daitari-Jakhpura-Paradeep
2.	ECoR	Kirandul-Kottavalasa-Vishakapatnam
3.	ECoR	Koraput-Rayagada-Vizianagaram-Vishakapatnam
4.	SER	Noamundi-Banspani-Tata*
5.	SER	Kiruburu-Bondamunda-Hatia-Bokaro Steel City
6.	SECR	Marauda-Dallirajhara
7.	SWR	Torangullu-Ranjitpura

*Rajkharsuan-Sini-Durgapur, Barsuan-Bimalgarh-Rourkela Steel Plant should also be similarly included."

2. All Zones to take immediate necessary action.

(Debaraj Panda)
Pr. EDTT/M
Railway Board

Copy to :

1. Pr. COMs, All Zonal Railways.
2. EDTC(R) - to issue necessary notification for the additional routes as decided in the Board meeting referred above.

Sub: Operation of 25 ton axle load over selected routes of IR and feeder routes of DFC.

Ref: Minutes of the meeting of the Board held on 22.07.2020.

Item B.7(b) :

Board approved immediate restarting of 25 ton axle load operation with such rolling stock as are fit/certified for 25 ton axle load on the following 7 notified routes:

SN	Railway	Name of Routes
1	ECoR	Banspani-Daitari-Jakhpura-Pradeep
2	ECoR	Kirandul-Kottavalasa-Vishakapatnam
3	ECoR	Koraput-Rayagada-Vizianagaram-Vishakapatnam
4	SER	Noamundi-Baspani-Tata*
5	SER	Kiruburu-Bondamunda-Hatia-Bokaro Steel City
6	SECR	Marauda-Dallirajhara
7	SWR	Torangullu-Ranjitpura

*Rajkharsuan-Sini-Durgapur, Barsuan-Bimalgarh-Rourkela Steel Plant shall also be similarly included.

The Committee comprising of PED/Bridges (Convenor), PED/TT/M and EDME/Freight shall prepare a road map for permitting 25 ton axle load trains on all routes including especially coal carrying routes and feeder routes of DFC with track structure of 60 kg 90 UTS rail subject to the safety regulations in consultation with RDSO.

Accordingly, committee discussed the details as under:

Background:

1. Railway Board vide letter no. 2018/CE-II/TS/25T dated 14.03.2018 advised Zonal Railways that based upon the Rail Stress Calculation carried by RDSO, operation of 25T axle load should not be proliferated further until the nominated routes are renewed with minimum 60kg 110UTS rails.
2. Thereafter, the issue of rail for 25 ton axle load has been discussed number of times on file and it has been decided that 110 UTS rail is required for regular operation of 25 ton wagon.

Discussion:

1. Issue of running of 25t axle load wagon on routes of IR and feeder routes of DFC was discussed during the Board meeting held on 22.07.2020 and it was decided to run 25t axle load wagon on existing routes of IR and DFC feeder routes at 45 kmph on 60kg 90 UTS rail.

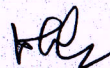
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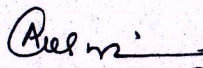
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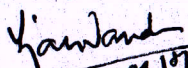
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2. As an interim measure, speed of 45 kmph can be permitted for 25 ton axle load wagon on 60 kg 90 UTS rail on nominated routes as mentioned in Minutes of the meeting in Board held on 22.07.2020 under item B 7(b) and DFC feeder routes with following safety regulations:
- (a) WILDs need to be installed on priority and detachment / maintenance protocols on critical alarms as per JPO to be followed. 25 ton axle load wagon can run on the above routes on 60 kg 90 UTS rail at 45 kmph, if WILD is installed and in working condition.
 - (b) Compulsory weighment of every rake along with action on overloaded wagons/rakes as per protocols of JPO issued on weigh bridges (2009) vide letter dated 29.07.2008 must be ensured. In all cases of un weighed rakes, except for the exempt category rakes, the existing instruction of running at restricted speeds upto next EIMWB should be strictly followed and these should be part of WTT in case not already so on any Zone. Also whenever overloading is detected, load adjustment should be compulsorily done and certified so by the station/yard in charge of the location where load adjustment has been done.
 - (c) Adequate powering of train must be ensured and Zonal Railways are advised to monitor this aspect.
3. GM of the zonal railways should identify the routes on which 25t axle load wagon can run having 60kg 90 UTS rail and other pre-requisite as mentioned in Para-2 above. Fitness of bridges should also be checked for running at 45 kmph. However, these routes will be notified by Railway Board on the recommendation of zonal railways.
4. For increasing the speed beyond 45 kmph, detailed study is required regarding the type of rail, Rail wheel interaction analysis and fitness of bridges. Therefore, RDSO (Track, Bridges & Wagon Dte.) should come out with clear cut recommendation within a month so that committee nominated by Board can recommend further road map for running of 25 ton wagon beyond 45 kmph.


PED/TT(M)
Representing Advt/Board


PED/Bridge 24.8.20


EDME/Fr. 26/8/20