

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

No. 2025/CEDO/SR/07/CBRM400RP/IR/50→45kmph

New Delhi, Dated 25.03.2025


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

The General Manager,
All Indian Railways

- Sub : Introduction of Ballast Regulating Machine, Model - "PBR 400R" (Transportation code CBRM400RP) manufactured and supplied by M/s Plasser, India upto maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle based on Final Speed Certificate (dated 04.09.2024) from existing maximum sanctioned speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle based on Provisional Speed Certificated (dated 06.06.2008) over **Indian Railway**, by Zonal Railways
- Ref : (i) CCRS office letter no. Q.13011/06/2009-T.W, dated 11.02.2025
(ii) RDSO's letter no. TM/HM/11/22/BRM, dated 01.06.2025
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/22/BRM, dated 04.09.2024 and its Amendment no.1 dated 31.12.2024
(iv) Board's letter no. 2009/CEDO/SR/18, dated 10.08.2009

With reference to RDSO above application dated 01.06.2025 {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Ballast Regulating Machine, Model - "PBR 400R" (Transportation code CBRM400RP) manufactured and supplied by M/s Plasser, India upto maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle based on Final Speed Certificate (dated 04.09.2024) from existing maximum sanctioned speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle based on Provisional Speed Certificated (dated 06.06.2008) over **Indian Railway**, by Zonal Railways with the following stipulations :

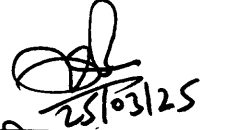
- i. Observance of all stipulations/conditions mentioned in Railway Board's previous sanction of subject rolling stock issued vide their letter no. 2009/CEDO/SR/18, dated 10.08.2009 on the basis of RDSO's Provisional Speed Certificate
- ii. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. TM/HM/11/22/BRM, dated 04.09.2024 and its Amendment no.1 dated 31.12.2024 for operation up to a maximum speed of **45kmph** when running on its own power as well as when running in train formation as a dead vehicle, 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


25/03/25

letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure

iii. In addition to above, following stipulation shall also be complied:

- (a) Remarks of the IR against each Para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.
- (b) It shall be ensured that the subject rolling stock shall not be allowed to be attached with main line service trains.
- (c) Training, medical fitness (to a designated category of A-3) for machine operators, technician & helper staff should be ensured in accordance with stipulations / guideline issued by Railway Board's vide letter dated 20.06.2024. Issue of competency certificate shall be ensured to be issued by nominated officer only after effective road learning & acquaintance of respective G&SR & safety rules necessary for operating and running of machine on main line section.
- (d) 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.
- (e) 25 kVA, 'Danger Sign Board' made of retro reflective material must be pasted on both side of the machine at appropriate location for easy identification by the staff.
- (f) Availability of at least two fire extinguishers of adequate capacity should be ensured in the driver's cab.


25/03/25
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

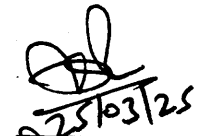
e-mail address: dceg@rb.railnet.gov.in

No. 2025/CEDO/SR/07/CBRM400RP/IR/50→45kmph

New Delhi, Dated 25.03.2025

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, 3rd Floor, Traffic Account Building, State Entry Road, New Delhi-110055, w.r.t. his endorsement No Q.13011/06/2009-T.W, dated 11.02.2025
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. Principal Executive Director Track (M & Mc), Railway Board


25/03/25
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड