GUARD

FILE

2024 Pt.I

Office of AMICIVII Engg. e-Offica No. 1795840 GOVERNMENT OF INDIA MINISTRY OF RAILWAYS (RAILWAY BOARD)

No. 2023/Safety(A&R)/6/4

New Delhi, dated \$7.06.2024

The PCSO South Western Railway, Hubballi, Karnataka 580023

Sub: Relaxation to existing conditions for running of Passengers/Goods trains in the Ghat section between Castle Rock – Kulem stations of Hubbali Division, SWR.

Ref.: SWR letter No. T.5/Accident Genl/ Vol.XI dated 12.03.2024

In reference to your above referred letter dated 12.03.2024, it is stated that Board's letter No. 2018/CEDO/ORI/01 dated 09.02.2024 (copy enclosed) had been issued with the prior consent of Safety Dte.

This has approval of the Competent Authority.

(Sandeep Kumar)
Section Officer/Safety(A&R)-1
Railway Board

Copy to:
AM/CK - For the kind information

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



No. 2018/CEDO/ORI/01

New Delhi, dated 09.02.2024

The General Manager, South Western Railway, Hubballi-580020

Sub: Relaxation to existing conditions for running of Passenger/Goods trains in the Ghat Section between Castle Rock- Kulem stations of Hubballi Division, SWR

- Ref: (i) SWRs letter no SWR/W.439/CLR-QLM/(Passenger train) dated 08.11.2021
 - (ii) CRS/Southern Circle's Letter No. Q. 15013/01/2019-2020 SWR/62-63 dated 12.04.2023.
 - (iii) CCRS letter no. Q.11017/02/2023-24 T.W. dated 01.05.2023
 - (iv) Railway Board's letter no. 2018/CEDO/ORI/01 dated 30.08.2018
- The request of SWR, vide letter under reference (i) forwarded by CCRS, vide letter under reference (iii) to amend conditions imposed by Railway Board vide letter under reference (iv) for running of trains on Castle Rock- Kulem Ghat Section has been examined in Board Office.
- 2. Board has approved the modified conditions at SN 1 below for running of trains on Castle Rock- Kulem Ghat Sections as summarized below:

S N	Existing Condition	Relaxation sought by SWR	Condition imposed by CCRS while agreeing to relaxation sought by SWR
1	UP passenger carrying train is not permitted to start from Kulem when there is an UP goods train in the Kulem-Castle rock section(QLM-CLR is UP the ghat in UP direction)	follow an UP goods train with separation of two block sections in Kulem-	Agreed by CRS/SC, with certain conditions, SWR proposal approved by Board
2	Down goods train is permitted to follow DN passenger train only with separation of two block sections.		Not agreed by CRS/SC SWR proposal not approved by Board

- 3. Board has further stipulated the following for running of trains in above Ghat Section :
 - Corlditions imposed by CRS/SC vide his letter at Ref (ii) shall be adhered, Also conditions mentioned in JPC by PHODs shall be complied by railway.
 - ii. Concurrence of Safety directorate shall be obtained while sanctioning the proposal
- iii. The relaxation shall cease to exist in following abnormal conditions.
 - a. During failure of signaling and interlocking system.
 - b. In rainy season due to low adhesion situation and land slide issues.
- iv. Functionality of <u>Slip siding</u> and <u>Dead ends</u> shall be jointly certified by Sr.DEN and Sr.DSO to be in sound condition to safeguard safety of train in eventuality of rolling down.
- v. There shall be availability of dedicated Section controller exclusive for the subject ghat section to ensure proper safeguards in section and <u>minimum</u> two block sections separation shall be ensured between UP goods and UP passenger train.
- vi. Controllability trial with loaded goods train shall be completed before introduction of this relaxation in compliance of RB letter dated 30.08.2018.
- vii. On completion of RE works, relaxation shall be taken for non provision of catch siding after conducting trials of AEB functions in electric locos duly approved by RDSO.
- viii. For DN side, existing system shall continue and will be re-considered after obtaining views of RDSO based on fresh conduct of Controllability/EBD trials

ix. Functionality of AEB and adequacy of Brake power shall be ensured by SSE/C&W

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2018/CEDO/ORI/01

New Delhi, dated 09.02.2024

Copy Copy forwarded for information to:

- 1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow,
- 2. The Commissioner of Railway Safety, Southern Circle,7, Seshadari Road, Ghandi Nagar, Bangalore-560009

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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



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



No. 2017/CEDO/SD/49

New Delhi, dated 04.07.2024

The Chief Commissioner of Railway Safety, N.E. Railway, DRM Office Campus, 16, Ashok Marg, Lucknow-226001.

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: (i) Dy.CRS's(ET) letter No. 11012/01/SR/2024-25-T.W/36, dated 07.06.2024

- (ii) Board's letter of even no. dated 03.01.2018
- (iii) Board's letter no. 2018/CEDO/SD/IRSOD/ACS, dated 06.11.2018
- 1. Initially Condonation for vertical infringement to IRSOD-Schedule-1, Chapter-11, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode Karur Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway was issued for 02 years vide Board's letter referred at (ii) above.
- 2. In the mean time ACS-25 to IRSOD, 2004 was issued, wherein Commissioner of Railway Safety has empowered to condone the infringement to IRSOD all Chapters except Chapter IV of Schedule I up to the limits prescribed, if any in Schedule –II or as mentioned against specific item in Schedule–I of IRSOD. Further, same also incorporated in IRSOD-2022 also.
- 3. In view of above, it has been clarified that "The power to condonation or extension of condoned infringement to IRSOD lies with Commissioner of Railway safety for items covered in Para 2 above, even though initially condoned by Board before issuing ACS-25 to IRSOD-2004".

4. Commission may be requested to take further necessary action accordingly.

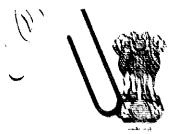
अर्जीत कुर्मार झाँ) भे (अजीत कुमार झाँ) भे कार्यपालक निदेशक/ सिविल इंजी.) जी(/ रेलवे बोर्ड

[Phone: 030-44803: Rly: 011-23383379;MTNL]

e-mail address :edceg2022@gmail.com

Copy forwarded for information to : General Manager, Southern Railway

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भारत सरकार नागर विमानन मंत्रालय (रेल संरक्षा आयोग)

मुख्य रेल संरक्षा आयुक्त कार्यालय. पूर्वोत्तर रेलवे.. मं रे. प कार्यालय परिसर. 16-अशोक मार्ग, लखनऊ 226001 GOVERNMENT OF INDIA MINISTRY OF CIVIL AVIATION (COMMISSION OF RAIL WAY SAFETY)

O/o Chief Commissioner of Railway S N.F. Railway, DRM Office Camp 16: Ashok Marg, Lucknow 22)

भाजादी है। अगृत महोत्सव

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संख्या.क्यू. 11012/01/SR/2024-25-ता०वि०

दिनांक: -07.06.2024

सेवा में

सिचव (सिविल इंजी), रेल मंत्रालय (रेलवे बोर्ड), रेल भवन, नई दिल्ली । 100600 120

विषय:- Electrification of Erode-Karur-Tiruchirappalli section extension of condonation sanction to vertical infringement at existing ROB No. E-17 at Tiruchirappalli Fort Yard-Tiruchirappalli Division-regarding Extension of condonation.

संदर्भ :- i) SR Letter No.W.469/RE/E/.17 dated 15.04.2024

- ii) CRS/SC Letter No. 11017/12/2017/685 dated 31.07.23
- iii) Railway Board Letter No. 2011/W-1/DL/SR/KC(Part) dated 19.05.2022
- iv) Railway Board Letter No. 2017/CEDO/SD/49. dated 03.01.2017

On the subject matter, Southern Railway has sought extension of condonation from CRS/Southern Circle vide reference (i) whereas the sanction of condonation was initially accorded by Railway Board vide reference (iv). This request for extension was made to CRS/Southern Circle post issuance of ACS No. 25 & 27 of IRSOD 2004 issued on 06.11.2018 & 17.07.2019 after interpreting its new provisions contained under SCHEDULE – I, CHAPTER 1 – GENERAL, wherein, the power of condonation was assigned to Commissioners.

In instant case the infringement was initially condoned by Railway Board, therefore its further extension is to be accorded by the initial sanctioning authority i.e. Railway Board. However, the extension of condonation cases will be dealt by Commissioners where the initially condonation was accorded by Commissioners.

Therefore, the instant case of extension of condonation is being forwarded for taking further necessary action at your end.

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

(Gyan Prakash Katiyar)

Dy. Commissioner of Railway Safety(E.T.)

COPY to: -

General Manager/Southern railway for kind information please.





সাহন হাহকোহ Government Of India रेल मंत्रालय Ministry Of Railways (ইলঠ ফার্ল্ড) (Railway Board)

सं. 2017/CEDO/SD/49

New Delhi, Dated 03.01.2018

The General Manager, Southern Railway, Chennai.

> खिडादा: Condonation for vertical infringement to IRSOD-Schedule-1, Chapter-11, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode - Karur - Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway.

<u>संदर्भ</u> : Southern Rly's letter no. W.573/RE/14, dated 01.10.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for vertical infringement to IRSOD-Schedule-I, Chapter-II, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode - Karur - Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under:

- Rolling stock having height more than 4.42 meter shall not be allowed under the ROB as contact wire height is below 4.8 meter and above 4.69 meter.
- (ii) Sanction is valid for only two years.
- (iii) Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.
- (iv) Special Engineering boards shall be placed at the location indicating infringement.
- (v) Restrictions for ODC movement as per clearance study approved by EIG shall be notified in Working Time Table.
- (vi) Measurement of vertical clearance every three months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.
- (vii) Proper illumination of the area shall be done.
- (viii) Area should be kept free of movable trolleys.
- (ix) Special paints provided on structure to indicate infringement. Clearances shall be painted on the structure for reference.
- (x) Slewing of track shall not be permitted to further worsen the infringement.
- (xi) After every track maintenance, original clearances shall be checked and certified.

(xii) Construction of new ROB to be ensured within 02 years.

(प्रेम सागर गुप कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Phone: 030-44803 (Rly.): 011-23383379 (MTNL): 09717647692 (CUG Mobile)]

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

सं. 2017/CEDO/SD/49

New Delhi, Dated 03.01.2018

Copy forwarded for information to:

 The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/05/2017-18-T.W., dated. 15.12.2017

2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangaluru- 560009, w.r.t. letter no. Q.11017/12/2017 SR/1801-1803,dated 15.11.17.

(प्रेम सागर गुर्दतां) कृते सचिव, रेलवे बोर्ड





भारत सरकार Government Of India रेल मंत्रालय Ministry Of Railways रेलवे बोर्ड Railway Board

No. 2018/CEDO/SD/IRSOD/ACS

New Delhi, Dated 06.11.2018

Addressed to:

(As per list mentioned below)

Sub: Addendum & Corrigendum Slip (ACS) No. 25 to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the opening paragraphs of Chapter-I. Schedules-I of Indian Railways Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & corrigendum Slip (ACS) No. 25.

Enclosure: ACS No. 25 (01 page).

िरा Sagar 06·11·18 (प्रेम सागर गुप्ता)

कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड

[Phone : Rly: 030-44803, MTNL011-23383379]

List for Distribution:

General Managers, All Indian Railways & Production Units

- Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
- Director General, RDSO, Manak Nagar, Lucknow
- Director General, NAIR. Vadodara
- Chief Commissioner of Railway Safety. Ashok Marg. Lucknow 5.
- Commissioner of Railway Safety. All Circles
- 7. Director, IRICEN, Rail Path, Pune 411001 (Maharashtra)
- 8. Director, IRIEEN, P.B. No. 233. Nasik Road 422101 (Maharasntra)
- Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
- 10. Director, IRIMEE, Jamalpur 811214 (Bihar)
- 11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to:

- PSO/Sr, PPS to ME, MRS, MTr and MT for kind information of ME, MRS, MTr, and MT please
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig). AM(Traffic). Adv.(Safety). Adv.(Project). Adv.(L&A). Adv.(Bridges)
- EDCE(G), EDCE(P), EDTk(M), EDTk(Me), EDTk(P), EDCE(B&S), EDCE(B&S)-II, ED(Works). EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU). EDRE(P), ED(Safety)-I, ED(Safety)-II, ED(Sig), ED(Tele), FDME(Chg.). EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), FDTT(S) in Railway Board.

Addendum & Corrigendum Slip (ACS) No. 25

To

Schedule-I, Indian Railways Schedule Of Dimensions (B.G.), Revised 2004

I. Amendment To Opening Paragraphs of Chapter-I: General

{At Page - 4 of IRSOD 2004}

Opening Paragraphs shall be read as under:

"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 this Schedule of Dimensions (2004) and would help the field engineers to provide the information about previous dimensions followed at one place.

New works would include altogether new constructions, additions of new lines/structure, gauge conversion and doubling. However, it is not intended to include the works of alteration such as shifting of a points and crossings, extension of siding, 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, unless prior sanction has been obtained from the Railway Board through the Commissioner/Chief Commissioner of Railway Safety. Provided further that for execution of new works, any infringement to IRSOD Chapter I, II, III, V, VA & VB of Schedule I up to the limits prescribed, if any, in Schedule II or as mentioned against specific item in Schedule I, can be condoned by the Commissioner.

[See Diagram Nos. 1A, 1A (Modified), IB, 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 item 13 of Chapter I "Tunnels. Through and Semi Through Girder Bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this chapter and not only for tunnels, through and semi through girder bridges."

Case for Board's sanction regarding running of "LWCTZAA - AC-Vista dome -160kmph" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	RS name/Type/Max. Axle Load in ton	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	LWCTZAA - AC-Vista dome - 160kmph	31.05.2024	ED/Sig/Dev 28.06.2024	3466631	PED/COORD/SIGNAL	

ADE/Civil 02.07.2024

Jev. 3.24

PED/COORD/SIGNAL

Case for Board's sanction regarding running of "MRK/AC/08COACH-80kmph" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	RS name/Type/Max. Axle Load in ton	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	MRK/AC/08COACH- 80kmph		JD/EEG- 24.06.2024	3466907	ED/EE/G	

ADE/Civil 02.07.2024

DCEG Vor. 07.24

EDCEG

ED/EE/G

Case for Board's sanction regarding running of "BLSS-22.9t-IR-DFCCI" and "BWBL" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	RS name/Type/Max. Axle Load in ton	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	BLSS-22.9t-IR-DFCCIL	13.06.2024	EDME/Fr. 28.06.2024	3466734	EDME/FR	
2	BWBL	13.06.2024	EDME/Fr. 28.06.2024	3466855	EDME/FR	<u> </u>

ADE/Civil 02.07.2024

DCEG 02.07.24

EDCEG

EDME/FR

Case for Board's sanction regarding running of "BOXNHA-22.82t", "BOXNHAM-22.82t" and "Vande Bharat- Condonation" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	RS name/Type/Max. Axle Load in ton	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	BOXNHA-22.82t	12.03.2024	EDME/Safety 01.07.2024	3459077	PED/SAFETY	
2	BOXNHAM-22.82t	12.03.2024	PED/Safety 02.07.2024	3459083	PED/SAFETY	
3	Vande Bharat- Condonation	21.06.2024	EDME/Safety- 01.07.2024	34677 6 9 34677 6 9	PED/SAFETY	

ADE/Civil 02.07.2024

EDCEC

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PED/SAFETY

Case for Board's sanction regarding running of "LWLRRMAA- 160 kmph" and "RAAC-130kmph" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	RS name/Type/Max. Axle Load in ton	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	LWLRRMAA- 160 kmph	14.12.2023	PED(Chg)- 17.01.2024	3450731	PED/CHG	_
2	RAAC-130kmph	12.03.2024	PED(Chg)- 22.05.2024	3459182	PED/CHG	

ADE/Civil 02.07.2024

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PED/CHG

Case for Board's sanction regarding running of "NMR coaches" and "04 NG coaches(KLK-SML)" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	Description	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	NMR-coaches	02.01.2023	JDME/Chg- 25.06.2024, DME/Chg, 09.08.2023	3417012	EDME/CHG	
2	04 NG coaches(KLK-SML)	09.05.2024	DME/Chg- 20.06.24	3463681	EDME/CHG	u

ADE/Civil 02.07.2024

EDCEC

2.7.24

EDME/CHG

Case for Board's sanction regarding running of "BOXNLWM1/Wagon/22.82t" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	Description	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	BOXNLWM1/Wagon/22.82	20.12.2022	ED(Ceal)- 27.06.2024	3415769	PEDTT/M	

ADE/Civil 02.07.2024

EDCEG

PEDTT/M

V2.07.2024

Case for Board's sanction regarding running of "WDP4 locomotive" processed from Civil Engineering Dte.is pending in your Dte., as per details under, put up for kind perusal please:

SN	Description	Date of forwarding to Rly Board	Current position	e-office	PED/ED	Remarks
1	WDP4/leconotive	18.07.2022	PEDEE(RS) 26.06.2023	3400681	PEDEE/RS	

ADE/Civil 02.07.2024

EDÇEG

PEDEE/RS

EAST CENTRAL RAILWAY

Office of the GM (Engg.)/Hajipur

No. W-1/162/24/Distribution of System map/

Dated-27.06.2024

To,

Assistant Design Engineer(Civil), Room No.G-44, (Railway Board), New Delhi-110001

Sub: - Supply of System map corrected up to 31.03.2024.

Ref:- Railway Board letter no.2010/CEDO/SM/1, dated:-19.05.2023

In reference to above, 25 copies of coloured System Map in A-1 size showing the MP constituencies of East Central Railway corrected up to 31.03.2024 are sent herewith for your reference and record.

DA: As above.

B. N. Bhaskar¹ CE/P&D. ECR, Hajipur

EAST CENTRAL RAILWAY

Office of the GM (Engg.)/Hajipur

No. W-1/162/24/Distribution of System map/

Dated-27.06.2024

To,

Assistant Design Engineer(Civil), Room No.G-44, (Railway Board), New Delhi-110001

Sub: - Supply of System map corrected up to 31.03.2024.

Please find enclosed herewith, 10 copies of System Map in A-1 size and 05 copies in A4 size of East Central Railway corrected up to 31.03.2024 is being sent for your reference and record.

DA: As above.

B. N. Bhaskar CE/P&D. ECR, Hajipur

SOUTH CENTRAL RAILWAY

Headquarter office Works Branch Rail Nilayam Secunderabad Date: 26.06.2024

No. W.185/1/15/Vol.XII

Director CE(G), Room No. 132-C, Railway Board, New Delhi.

Sub: Submission of South Central Railway system map as on 31.03.2024 - reg

Please find herewith 25 copies each of A1 & A4 size system map of South Central Railway corrected upto 31.03.2024 for reference and record please.

Encl: As above.

(K.Nagabhushana Raci) Chief Engineer/P&D

REMINDER-3





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



No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 28.06.2024

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

Sub: Minimum clearance between toe and open switch of stock rail.

Ref: (i) PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

(ii) Board's letter of even no. dated 03.10.2023. 27.03.2024 & dated 10.04.2024

May kindly refer to Board's letter of even no. dated 03.10.2023 and followed by reminders dated 27.03.2024 & 10.04.2024 (ref.ii) above wherein RDSO was asked to submit comments regarding PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clearance between toe and open switch of stock rail was raised by Zonal Railways." Reply is still awaited.

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

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

W 28.06.24

Copy forwarded for information to:

- 1. PCSO, Central Railway, CSMT, Mumbai
- 2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

Tesus through 9 wait

28.6.24 a ECCNIL)





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



No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 03.10.2023

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

Sub: Minimum clarance between toe and open switch of stock rail.

Ref: PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

Please find enclosed herewith PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clarance between toe and open switch of stock rail was raised by Zonal Railways."

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

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. PCSO, Central Railway, CSMT, Mumbai
- 2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

Issued through g mail Blanus Alio123 ADECCIVE) G20

मध्य रेख प्रधान मुख्य मंरका आधिकारी का कार्यालय छनपती शिवाजी महाराज टर्मिनस , शुंबई चिन- 400001 फोन नं - 22620778 हमेल-द्वारकारिक (gov in



CENTRAL RAILWAY

Principal Chief Safety Officer's Office Chhairapati Shivaji Maharaj Terminus Mumbal 400001 Phone No : 22620778

email- cso@cr.railnet.gov.in

Date: 21,09,2023.

NO: SFT/1/ Points & crossing

PED Safety Railway Board, New Delhi.

Sub : Minimum clearance between toe and open switch of stock rail.

Regarding above subject matter the provision in IRSOD, revised in 2022, Chapter II item No. 16, is reproduced below:

A) Minimum clearance between toe of open switch and stock rail

i. For existing works

ii. For new works or alterations to existing works

95 mm

115 mm

Note: The clearance can be increased up to 160 mm in curved switches in order to obtain adequate clearance between gauge face of stock rail and back face of tongue rail.

B) For similar item the provision mentioned in IRSEM Appendix- I (Maintenance schedule), issued in July 2021 (Schedule code EP3, Page 58)is reproduced below:

Normal Point(143 mm)		Thick Web Point (220 mm)	
OPENING (OPENING	(Tolerance)
LH END	RHEND	LH END	RH END
115 <u>+</u> 3 mm	115 ±3 mm	160 ± 3 mm	160 + 3 mm

From the above, it can be seen that there is a mismatch in the codal provisions regarding parameters for the opening tolerances and this is leading to lot of confusion in the field.

The copies of revised IRSOD 2022 & IRSEM Appendix - 1 2021 is enclosed herewith.

In view of the above, suitable necessary action may please be taken for issuing correction slip accordingly.

DA: As above.

laninder Uppal PCSO/CR



	(vii)	Below the rail level and upto formation level of	
		the track on straight and curves upto radius of 875m	2575mm
	(viii)	Below the rail level and upto the formation level of the track on curves with radius less than 875m.	2725mm
Note	•		
	(a)	See Appendix for 'extra clearances required on curves'.	
	(p)	Items (vii) & (viii) above shall not be applicable in case of bri washable apron).	
÷	(c)	For addition/alteration to works in existing yard the minimum as 2360mm on straight track and on curve having radius 875m having radius less than 875m, if it is difficult to provide present (vii) and (viii) above due to existing field constraints.	n & more, and 2510mm in case of curve
	(d)	The various fixtures which are attached to the track like tractic with the rail can be provided and the clearance as mentioned applicable to these fixtures.	on bonds etc. and are required to be fitted in item (vii) and (viii) above will not be
Poin	s and cr	ossings:	
12	Maxin	num clearance of check rail opposite nose of crossing	48mm
Note:	In case	of turnouts laid with 1673mm gauge, the clearance shall be 45	mm instead of 48mm.
13	Minim	num clearance of check rail opposite nose of crossing	44mm
Note:	In case o	f turnouts laid with 1673mm gauge, the clearance shall be 41m	m instead of 44mm
14	Maxim	um clearance of wing rail at nose of crossing	· 48mm
Note:	In case	of turnouts laid with 1673mm gauge, the clearance shall be 45s	mm instead of 48mm
15	Minim	um clearance of wing rail at nose of crossing	44mm
Note:	in case	of turnouts laid with 1673mm gauge, the clearance shall be 41	mm instead of 44mm.
116	Minim	m clearance between toe of open switch and stock mil/	•
		For existing works For new works or alterations to existing works	.95mm 115mm
Note:	The clea	arance can be increased upto 160mm in cutved switches in ordice of stock rail and back face of tongue mil.	er to obtain adequate clearance between
17		m radius of curvature for slip points, turnouts over roads	218 m (8 degree)
	i) 213: ii) 175:	Il cases mentioned below this may be reduced to not less than in radius in case of 1 in 8.5 BG turnouts with 6.4m overriding in radius in case of 1 in 8.5 scissors crossing to allow for suffi- ssing between crossovers.	g switch, and

A STATE OF THE PARTY OF THE PAR

Schodule Code: EP2 Periodicity: Signal Technician: Monthly (to be done by Technician (Signal) in the presence of SSE/JE) Sectional SSE/JE(Signal): Monthly, SSE(Signal)/Incharge: Quarterly Measurements of operating values (voltage & current) of point machines, with and without obstruction for normal and reverse operation. Current required to operate the machine in either direction shall be 1.5 to 2 times of its normal operation and friction clutch shall slip within this range. Replace machine when difference between normal operating current and current under obstruction is less than 0.5 A. Checking of feed disconnection time under obstruction is not less than 10 Seconds. 3. Ensure Hose pipe/Gi pipe in good condition and without gaps/access. Check MS pins of Switch Extension piece/'P' bracket for any rib formation or excessive S. In case of Clamp type point machine, Lubricate the following moving parts of the clamp lock. (a) Stock rail bracket groove. (b) Moving part of tongue rail and lock arm assembly. (c) Between machine of lock bar and lock arm assembly Schedule Code: EP3 Periodicity: Sectional SSE/JE(Signal): Quarterly (Sectional SSE/JE & Incharge SSE to carry out alternate inspections) SSE(Signal)/Incharge: Quarterly (Sectional SSE/JE & Incharge SSE to carry out alternate inspection) Joint check with JE/SSE (P-Way) of points & crossing for levelling, squaring, creeping, packing, clearance of ballast and other P-Way fittings, etc. and measurement of LH, RH switch opening are as given below for normal point and as per proforma circulated by RDSO dated 14.2.19 for Thick Web Switches. Thick Web Point (220 mm) Normal Point (143 mm) OPENING (Tolerance) OPENING (Tolerance) RH END LH END RH END LH END 160±3 mm 160±3 mm 115±3 mm² 115±3 mm Joint checking of SSD Setting and its arm insulation with P-Way supervisor. Schedule Code: EP4 Periodicity: Technician(Signal): Quarterly Sectional SSE/JE(Signal): Half-yearly SSE(Signal)/Incharge: Yearly Greasing/Oiling of point machine and Checking of all grease nipples in position. Oiling of Point Gear Assembly, slides, rollers & pins with medium grade axle oil IS 1 2. 1628. Avoid overflowing. Smoothness& cleaning of Commutator, carbon brushes. Ensure painting of connecting rods is satisfactory. 3. Page 58 of 81 4.

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×4.





दक्षिण पश्चिम रेलवे South Western Railway प्रधान कार्यालय / Headquarters Office, इंजीनियरिंग विभाग / Engineering Department, रेल सौधा,तीसरी मंजिल/Rail Soudha, 3rd Floor, गदग रोड / Gadag Road, हुब्बल्लि / Hubballi – 580 020.

H.No.SWR/W.571/System Map/X III

तारीख: 19.06.2024

Assistant Design Engineer (Civil), Room No G-44, CEDO Branch Railway Board, Rail Bhavan, New Delhi – 110 001.

Sub: System Map of South Western Railway as on 01.04.2024.

Ref: Your office ltr no.2024/CEDO/SM/1 Dt:29.4.2024

In connection with the above referred letter, 25 copies of A1 size system map of SWR are sent herewith for your reference, record and needful.

Encl:- As above.

(R. Shivakumar) Dy.CE/PLG/HQ For CPDE/SWR



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



No. 2024/CEDO/SR/07/TAP2-21.92t-IR

New Delhi, dated 14.06.2024

The Director General Research Designs & Standards Organisation Manak Nagar, Lucknow-226011 The General Manager, All Indian Railways

Sub: Introduction of Broad Gauge Bogie Alumina Tank wagon type 'TAP2' [Max. Axle Load: 21.92t] to RDSO's Drg. No. WD-23058-S-01 Alt.1, up to a maximum speed of 65 kmph in empty and in loaded condition over Indian Railways, by Zonal Railways

Ref: (i) CCRS letter no. Q.12011/23/2023-24-T.W., dated 12.03.2024

- (ii) RDSO letter no. MW/CS/BALCO, dated 22.01.2024
- (iii) RDSO Provisional Speed Certificate (PSC) no. MW/CS/BALCO, dated 17.01.2024

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 Broad Gauge Bogie Alumina Tank wagon type 'TAP2' [Max. Axle Load: 21.92t] to RDSO's Drg. No. WD-23058-S-01 Alt.1, up to a maximum speed of 65 kmph in empty and in loaded condition over Indian Railways, by Zonal Railways, with the following stipulations:

- i. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. MW/CS/BALCO, dated 17.01.2024 for operation up to a maximum speed of 65 kmph in empty and in loaded condition, 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.
- 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. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
- iv. No overdue in track/rolling stock maintenance shall be permitted

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/07/TAP2-21.92t-IR

New Delhi, dated 14.06.2024

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.12011/23/2023-24-T.W., dated 12.03.2024
- 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(Freight), Railway Board

14.06.24

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No. 011-23047598]

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

Issued through of mail

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ADECCNIL





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



No. 2022/CEDO/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 14.06.2024

The Director General Research Designs & Standards Organisation Manak Nagar, Lucknow-226011 The General Manager, All Indian Railways

Sub: Introduction of new type of rolling stock Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07, up to maximum speed of 75 kmph in both Empty and loaded condition over Indian Railway, by Zonal Railways

- Ref: (i) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022
 - (ii) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022 & 15.04.2024
 - (iii) RDSO's First Revised Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022

With reference to RDSO above application dated 27.04.2022 {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of new type of rolling stock Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07, up to maximum speed of 75 kmph in both Empty and loaded condition over Indian Railway, by Zonal Railways with the following stipulations:

- i. Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate no.MW/SPD/BG/BCNHL, dated 19.04.2022 for operation up to maximum speed of 75 kmph in both Empty and loaded condition 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
- 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. RDSO should carry out detailed study of poor brake power in BMBS fitted wagons and immediately take corrective measures in all existing & new wagons under intimation to this office.

Jun (-24

- iv. In terms of Railway Board's letter no. 2020/CE-II/TS/22.9 dated 20.08.2020. General Manager of Zonal Railway shall identify the route for operation of CC+8+2t axle load v/agon at 75 kmph. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
- v. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82 dated 20.08.2020 shall be ensured by the Railways.
- vi. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- vii. Railway should ensure installation of way side lubricators as per provision of IR P.Way manual in a time bound manner.
- viii. The WILD shall mandatorily be provided before introduction of wagon at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- ix. No overdue in track/rolling stock maintenance shall be permitted.
- x. Right powering of loaded trains running with CC+8+2 axle load wagons shall be ensured.
- xi. USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8 GMT).

्रीए (भ06.24 (गौरव) निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2022/CEDO/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 14.06.2024

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.13011/42/2009-T.W., dated 09.11.2022
- 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. EDME(Fr)Railway Board

14.06.24

गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Isano through of mail

कार्यालय महाप्रबन्धक / इंजीनियरिंग पूर्वोत्तर रेलवे, गोरखपुर- 273012.



Office of the General Manager/Engg. North Eastern Railway, Gorakhpur-273012

No.- W/523/SYSTEM MAP/206/Drawing/2024

Date:-12.06.2024

Director/Civil Engg.(G), Railway Board, New Delhi-110001

Sub.:- System maps of Zonal Railways updated upto 31.03.2024.

Ref: - Your's Letter No. 2024/CEDO/SM/1, Dated 21.05.2024

In response to your letter mentioned above, the following copies of the North Eastern Railway Zonal System map, updated up to 31.03.2024, are submitted herewith for your further necessary action.

Sr.No.	Details of System Map	No. of Copies
1.	Coloured System Map of A1 size with cover	25

DA- 25 Copies

(SANDEEP KUMAR)

Chief Engineer/P&D

North Eastern Railway, Gorakhpur

North Central Railway

Headquarter Office **Engineering Branch** Prayagraj Dated 13.06.2024

No. 104-W/SYM/2024-25/NCR/PRYJ

Executive Director Civil Engg(G) Room No. 127 Railway Board New Delhi.

Sub:- Supply of system maps of NCR updated as on 31.03.2024.

Please find enclosed herewith 20 copies (20 copies of A-1, A-2 & A-4 size) of system maps updated as on 31.03.2024 for record and reference and further distribution of other members of Rly. Board.

DA: As above.

(Anamul Haque) 13 06 2024

Chief Engineer/P&D



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



No. 2024/CEDO/SR/13/BCLH-8-Axle-IR-DFCCIL

New Delhi, Dated 10.06.2024

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

> Sub : Introduction of 8-Axle Bogie Wagon type 'BCLH' having maximum axle load of 20.32t, to RDSO Drawing No. WD-99080-S-00 Alt.-2 or latest up to maximum speed of 60 kmph over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.13011/18/2010-T.W., dated 31.05.2024

(ii) RDSO letter no. MW/BCL, dated 10.05.2024

(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of 8-Axle Bogie Wagon type 'BCLH' having maximum axle load of 20.32t, to RDSO Drawing No. WD-99080-S-00 Alt.-2 or latest up to maximum speed of 60 kmph 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:

- "3. As per Para 3.6.4 of Revised Final Speed Certificate dt. 22.04.2024, this wagon is covered in the 'A' class ODC, but Railway Board vide letter dt. 21.02.2002 has condoned infringements to IRSOD for movement of subject wagon. In view of this discrepancy, this Para may be suitable amended.
- 4. Para showing infringement in the GA drawing of the subject rolling stock shall also be amended in terms of IRSOD 2022"

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

DA: as above.

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

No. 2024/CEDO/SR/13/BCLH-8-Axle-IR-DFCCIL

Copy forwarded for information to:

1. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

New Delhi, Dated 10.06.2024

Issued through grant

ANDRIUS

ILIZA AJE (CIVIL)

Conditions to be ensured by the Railway for operation of 8-axle bogie wagon type BCLH at increased speed of 60kmph in loaded condition with special defense consignment having maximum axle load of 20.32t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

- Observance of all conditions laid down in RDSO's Revised Final Speed Certificate (FSC) no. MW/CS/BSL dt. 22.04.2024. 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.
- 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.
- As per Para 3.6.4 of Revised Final Speed Certificate dt. 22.04.2024, this wagon is covered in the 'A' class ODC, but Railway Board vide letter dt. 21.02.2002 has condoned infringements to IRSOD for movement of subject wagon. In view of this discrepancy, this Para may be suitable amended.
- Para showing infringement in the GA drawing of the subject rolling stock shall also be amended in terms of IRSOD 2022
- 5. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
- 6. No overdue in track/rolling stock maintenance shall be permitted.

**

AHMAD NADEEM SIDDIOUI

Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.05.31 13:33:24 +05'30'



भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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.13011 / 18 / 2010—त.वि.

दिनांक-31.05.2024

फोन / Ph.: 0522-2233087, 2233108 (हाइए) -

N.E.Riy. 31-140, N.Riy. 23-290

सेवा में.

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

[ध्यानार्थ:EDCE(G)]

विषयः Introduction of 8-axle bogie wagon type BCLH at increased speed of 60kmph in loaded condition with special defense consignment having maximum axle load of 20.32t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

संदर्भः (i) DG/RDSO's letter no. MW/CS/BSL dt. 10/21.05.2024 (ii) RDSO's Revised Final Speed Certificate no. MW/CS/BSL dt. 22,04,2024

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for operation of subject rolling stock at increased speed of 60kmph in loaded condition with special defense consignment having maximum axle load of 20.32t for operation over Indian Railways BG 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).

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 8-axle bogie wagon type BCLH at increased speed of 60 [SIXTY] kmph in loaded condition with special defense consignment having maximum axle load of 20.32t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL subject to compliance of the conditions mentioned in Annexure.

This is issued with the approval of CCRS.

AHMAD NADEEM SIDDIQUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.05.31 13:33:01 +05'30' (अहमद नदीम सिददीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नकः यथोक्त

प्र<u>ति</u>लिपिः <u>महानिदेशक /</u> अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011





No. 2024/CEDO/SR/14/BCLHA-4-Axle-IR-DFCCIL

New Delhi, Dated 10.06.2024

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

Sub: Introduction of 4-Axle Bogie Wagon type 'BCLHA' having maximum axle load of 19.75t, to RDSO Drawing No. WD-00042-S-00 Alt.-2 or latest up to maximum speed of 60 kmph over Indian Railway, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.13011/17/2010-T.W., dated 31.05.2024

(ii) RDSO letter no. MW/CS/BCL, dated 10.05.2024

(iii) RDSO Revised Final Speed Certificate no. MW/CS/BSL, dated 22.04.2024

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of 4-Axle Bogie Wagon type 'BCLHA' having maximum axle load of 19.75t, to RDSO Drawing No. WD-00042-S-00 Alt.-2 or latest up to maximum speed of 60 kmph 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:

- "3. As per Para 3.6.4 of Revised Final Speed Certificate dt. 22.04.2024, this wagon is covered in the 'A' class ODC, but Railway Board vide letter dt. 07.02.2002 has condoned infringements to IRSOD for movement of subject wagon. In view of this discrepancy, this Para may be suitable amended.
- 4. Para showing infringement in the GA drawing of the subject rolling stock shall also be amended in terms of IRSOD 2022"

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

DA: as above.

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

No. 2024/CEDO/SR/14/BCLHA-4-Axle-IR-DFCCIL

New Delhi, Dated 10.06.2024

Copy forwarded for information to:

1. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through of mail (AMONNE) Conditions to be ensured by the Railway for operation of 4-axle bogie wagon type BCLHA at increased speed of 60kmph in loaded condition with special defense consignment having maximum axle load of 19.75t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

- Observance of all conditions laid down in RDSO's Revised Final Speed Certificate (FSC) no. MW/CS/BSL dt. 22.04.2024. 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.
- 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.
- As per Para 3.6.4 of Revised Final Speed Certificate dt. 22.04.2024, this wagon is covered in the 'A' class ODC, but Railway Board vide letter dt. 07.02.2002 has condoned infringements to IRSOD for movement of subject wagon. In view of this discrepancy, this Para needs to be suitable amended.
- Para showing infringement in the GA drawing of the subject rolling stock shall also be amended in terms of IRSOD 2022
- Hand Brakes of the wagons are to be in applied condition during loading/unloading operation. 5.
- No overdue in track/rolling stock maintenance shall be permitted.

AHMAD NADEEM

Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.05.31 SIDDIQUI 13:35:05 +05'30'



भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

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

दिनांक-31.05.2024

फोन् /Ph.: 0522-2233087, 2233108 (P&T)

N.E.Rly. 31-140, N.Rly. 23-290

फैक्स / Fax-0522-2233095, 2232,987 E-mail: chiefcom@rediffma

संख्या-Q.13011 / 17 / 2010-त.वि. सेवा में.

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

नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषयः Introduction of 4-axle bogie wagon type BCLHA at increased speed of 60kmph in leaded condition with special defense consignment having maximum axle load of 19.75t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

संदर्भः (i) DG/RDSO's letter no. MW/CS/BSL dt. 10/21.05.2024

(ii) RDSO's Revised Final Speed Certificate no. MW/CS/BSL dt. 22.04.2024

Vide Ref (i), RDSO has approached this office seeking Railway Board's sanction for operation of subject rolling stock at increased speed of 60kmph in loaded condition with special defense consignment having maximum axle load of 19.75t for operation over Indian Railways BG 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).

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 4-axle bogie wagon type BCLHA at increased speed of 60 [SIXTY] kmph in loaded condition with special defense consignment having maximum axle load of 19.75t for operation over Indian Railways BG routes and routes of Eastern and Western Dedicated Freight Corridors of DFCCIL subject to compliance of the conditions mentioned in Annexure.

This is issued with the approval of CCRS.

AHMAD

Digitally signed by AHMAD NADEEM

NADEEM

SIDDIQUI Date: 2024.05.31 SIDDIQUI 13:34:51 +05'30'

> (अहमद नदीम सिददीकी) उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नकः यथोक्त

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



Headquarter Office Churchgate,Mumbal-400020 E-mail: cepdwr@gmail.com

No.W162/30 Vol.XVI (System Map)(W4)

Date, 31.05,2024

Executive Director, Civil Engineering (G), Railway Board, New Delhi.

Sub: Supply of updated System Map of Western Railway as on

31.03.2024.

Please find enclosed herewith <u>Ten copies</u> of (A1 Size) and two copies of A4-Size English & Hindi each System Map of western Railway corrected up to 31.03.2024 for your reference and record.

DA: As above.

(Shyam Singh)

CPDE/WR

L Me Constant

8816506082 Amit Basane

PS-Archia





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

New Delhi, dated 13.05.2024

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 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 Interim Speed Certificate (ISC) no. MW/SPD/BG/BOXNM1, dated 15.03.2022 & Amendment No. 1 dated 28.12.2023

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 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, with the following stipulations:

- i. Observance of all conditions laid down in RDSO Interim Speed Certificate (ISC) no. MW/SPD/BG/BOXNM1, dated 15.03.2022 and its Amendment No. 1 dated 28.12.2023 for operation 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, 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 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. 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.

3.05.29

- iv. 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.
- v. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- vi. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- vii. 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.
- viii. No overdue in track/rolling stock maintenance shall be permitted.
- ix. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- x. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- xi. RDSO to inform all concerned that the Speed Certificate no. MW/SPD/BG/BOXNM1, dated 15.03.2022 & its Amendment No. 1 dated 28.12.2023 may be treated only as Interim Speed Certificates and not Final Speed Certificates
- xii. Sanction accord for a period of 02 years only since the commencement of operation of subject rolling stock

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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/29/BOXNM1-22.82t-DFCCIL

New Delhi, dated 13.05.2024

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.12011/17/2023-24-T.W., dated 21.12.2023
- 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(Freight), Railway Board

प्राप्त । ०५.०५ (गौरव)

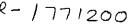
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No. 011-23047598]

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

Issued through 8 wail

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No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1

New Delhi, dated 08.05.2024

The Managing Director, HRIDC, 5th Floor, Railtel Tower, Sector 44 Rd, Sector 44, Gurugram, Haryana 122003

Sub: Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

Ref: HRIDC letter No. HORC/Railway Board/2022/2574, dated 22.02.2024

The proposal of HRIDC sent under letter in reference has been examined in consultation with RDSO and it is informed that it has already been incorporated in IRSOD Revised, 2022.

This is for your information.

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

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

Jul 8.05.24

Issued through of mail

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0915124 ADE (CIVIL)





No. 2022/CEDO/SD/IRSOD2021

New Delhi, Dated 08.05.2024

The General Manager, South Central Railway, Rail Nilayam, Secunderabad.

Sub: Major Upgradation of Secunderabad Railway Station- Provision of lifts, escalators, staircases as part of FOBs and Air concourse-Platform Width constraints on island platforms.

Ref: CAO(C)/SCR letter no. W.Con.182/C/198/Plans dated 20.03.2024

The proposal of railway sent under letter in reference has been examined in consultation with RDSO and it has been decided not to amend Para 7(a)(ii) of Chapter-II of IRSOD Revised, 2022.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598] e-mail address: dceg@rb.railnet.gov.in

Copy to:

General Managers, all Indian Railways.







No. 2024/CEDO/SR/05(1)/SRDSPZ 350/IR-DFCCIL

New Delhi, dated 06.05.2024

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

Sub: Future Improvement of Ballast Regulating Machine Model SRDSPZ 350

- Ref: (i) Railway Board's letter no. 2024/CEDO/SR/05/SRDSPZ 350/IR-DFCCIL, dated 06.05.2024
 - (ii) CCRS office letter no. Q.12011/05/2020-21-T.W, dated 20.02.2024
 - (iii) RDSO's letter no. TM/HM/11/40/BRM-SRIDA, dated 04.09.2020 and no. TM/HM/11/57/RGM-96, dated 06.02.2024
 - (iv) RDSO's Provisional Speed certificate (PSC) no. TM/HM/11/40/BRM-SRIDA dt. 03.07.2019 and its Amendment No. 1, 2 & 3 dt. 01.12.2020, 29.12.2021 & 05.12.2023 respectively

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 Ballast Regulating Machine Model SRDSPZ 350, manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version-A 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 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:

- i. 4 nos. CCTV Cameras have been provided to assist the operator carry out the ballast regulating operations. However, there is no provision to record the CCTV footage for reference during investigation/ enquiry of an unusual incident. Necessary modifications should be made to record CCTV footage for at least 30 days.
- ii. Machine may be equipped with centralised Computer based Monitoring & Control System to monitor the health of various systems such as engine, hydraulics, pneumatic & electrics. The data so captured should be displayed in

5 w 06.05.24

driver's cab. Arrangement should also be made for downloading & analysing the data.

At present the stock is proposed to be operated at a speed of 60 Kmph based on iii. the Provisional Speed Certificate issued by RDSO. Oscillation trial of the stock should be planned & conducted at the earliest and Final Speed Certificate issued to utilize its full speed potential.

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

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/05(1)/SRDSPZ 350/IR-DFCCIL

New Delhi, dated 06.05.2024

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.12011/05/2020-21-T.W, dated 20.02.2024
- 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

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड







No. 2024/CEDO/SR/05/SRDSPZ 350/IR-DFCCIL

New Delhi, dated 06.05.2024

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 Ballast Regulating Machine Model SRDSPZ 350, manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version-A 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.12011/05/2020-21-T.W, dated 20.02.2024

- (ii) RDSO's letter no. TM/HM/11/40/BRM-SRIDA, dated 04.09.2020 and no,TM/HM/11/57/RGM-96, dated 06.02.2024
- (iii) RDSO's Provisional Speed certificate (PSC) no. TM/HM/11/40/BRM-SRIDA dt. 03.07.2019 and its Amendment No. 1, 2 & 3 dt. 01.12.2020, 29.12.2021 & 05.12.2023 respectively

With reference to RDSO above application dated 04.09.2020, 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 SRDSPZ 350, manufactured by M/s Hubei Srida Heavy Duty Engineering Machinery Co. Ltd., China [Maximum Axle Load: 20.32t] to its Drawing no. SPZ-350A0-00-00 Version-A 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 DFCCILwith the following stipulations:

i. Observance of all conditions laid down in RDSO's Provisional Speed certificate (PSC) no. TM/HM/11/40/BRM-SRIDA dt. 03.07.2019 and its Amendment No. 1, 2 & 3 dt. 01.12.2020, 29.12.2021 & 05.12.2023 respectively, for operation up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation, 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-

06.05.24

DFCCIL as per CE(G) Directorate/Railway Board Policy Circular No. 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 permanent and temporary speed restrictions already in force and / or ii. those that may be imposed from time to time on various accounts.
- All the requisite items to be used in case of accident or other emergency like detonators, iii. scotch block etc. as prescribed in various Codes & Manuals shall be kept in the driving cab of the machine.
- It shall be ensured that staffs working with machine wear protective gear such as Helmets, iv. goggles. Reflective jackets, mask, industrial shoes etc. during operations of Track
- Any inflammable material shall not be permitted on the machine. Also, movement of any v. train with inflammable material shall not be permitted on the adjacent line where grinding work is being carried out.
- Proper facilities for diesel and water filling at machine sidings shall be made available. vi.
- Track machine operators must also be properly trained in the operation of Ballast vii. Regulating Machine before issue of "Competency Certificate" and record of training imparted to them be kept.
- While working on double/multiple line sections, Railway shall ensure that the machine or viii. 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.
- Any part which are meant for operation/maintenance provided on the vehicle shall be in ix. 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.
- Ballast Regulating Machine Model SRDSPZ 350 shall be maintained as per OEM's X. maintenance manual.

W 06.05.24 निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/05/SRDSPZ 350/IR-DFCCIL

New Delhi, dated 06.05.2024

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.12011/05/2020-21-T.W, dated 20.02.2024
- 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

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

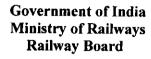
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No. 2024 /CEDO/SM/1

New Delhi, Dated 01.05.2024

Principal Chief Enginer's All Indian Railways.

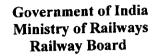
Sub:- Soft copy of System Map Corrected up to 31.3.2024

System map of your railway & all divisions (soft copy in pdf format) corrected upto 31.3.2024 is required in this office for uploading in civil engineering website.

Please send soft copy in pdf format on email id padcegrb@gmail.com

(Kishan chand Sharma)
Assistant Design Engineer(Civil)
CEDO branch, room no. G-44,
Rail Bhawan, New Delhi-110001
Mob..:- 9310812158









No. 2024 /CEDO/SM/1

New Delhi, Dated 01 .5.2024

Principal Chief Enginer's All Indian Railways.

Sub:- Soft copy of System Map Corrected up to 31.3.2024

System map of your railway & all divisions (soft copy in pdf format) corrected upto 31.2024 is required in this office for uploading in civil engineering website.

Please send soft copy in pdf format on email id padcegrb@gmail.com

(Kishan chand Sharma)
Assistant Design Engineer(Civil)
CEDO branch, room no. G-44,
Rail Bhawan, New Delhi-110001
Mob..:- 9310812158

दक्षिण पूर्व रेलवे

प्रधान मुख्य इंनीनियर का कार्यालय Office of the Pr. Chief Engineer 11. Garden Reach,Kolkata-700043

सं. :DG/MAP/Pt.XXVIII

दिनाकं: 30.04.2024

To
Assistant Design Engineer(Civil)
Room No.- G-44, CEDO Branch,
Railway Board
New Delhi

विषय: System Map of S.E.Railway updated upto 31.03.2023

संदर्भ: आपके के कार्यालय की पत्र सं: 2024/CEDO/SM/1 dated 29.04.2024.

Vide your office letter under reference, 25 copies of System Maps of S.E.Railway updated and corrected up to 31.03.2024 (duly folded in covers) are enclosed herewith.

संलग्नक : 25 copies of A1 size

System Maps folded in covers.

उप मुख्य अभियतां

Dy. Chief Engineer/P & D
For Chief Planning & Design Engineer
S E Railway / Garden Reach

दक्षिण पूर्व रेलवे

प्रधान मुख्य इंजीनियर का कार्यालय Office of the Pr. Chief Engineer 11,गार्डनरीच, कोलकाता-43 11. Garden Reach,Kolkata-700043

सं. :DG/MAP/Pt.XXVIII

दिनाकं:

30.04.2024

To Director Civil Engineering (G), Room No. 132-C Railway Board New Delhi

विषय :

District wise & MP Constituency wise System Map of S.E.Railway

corrected as on 31.03.2024

50 copies (25 copies of District wise and 25 copies of MP Constituency wise) of System Maps of S.E.Railway corrected up to 31.03.2024 are enclosed herewith.

संलञ्जक: (i) 25 copies of District wise printed System Map, (ii) 25 copies of MP Constituency wise printed System Map

उप मुख्य अभियतां

Dy. Chief Engineer/P & D

For Chief Planning & Design Engineer S E Railway / Garden Reach

Received socopies

किशन चन्व शामा K. C. SHARMA सहायक ार्डिन अधियंता (नागर) Assistant Dysian Engineer (Civil) रेल महात्वय (M. Indiry of Railways

Assistant Dysign Engineer (Civil) रेल महान्य (Min-tiry of Railway) रेल बेंग्डें/Railway Board) रेल बेंग्डें/Rail Bhawan नई दिल्ला/New Delhi-110001



Government Of India Ministry Of Railways (Railway Board)

No. 2024/CEDO/SM/1

New Delhi, Dated 29.04.2024

The Principal Chief Engineers, All Indian Railways.

Sub:- System Maps of Zonal Railways updated upto 31.03.2024.

Ref. :- This office letter no. 2010/CEDO/SM/1 dated 20.09.2023.

Please refer to this office letter no. mentioned above .Railway is requested to send 25 copies of colored System Map of size A1(duly folded neatly in a cover), updated & correct as on 31.3.2024 to Board.

(KISHAN CHAND SHARMA)
Assistant Design Engineer(Civil)
Room No.G-44,CEDO BRANCH.

MOB:-9310812158





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.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

(गौरव)

[Phone: 030-47598(Rly): 011-23047598(MTNL)] e-mail address: :dceg@rb.railnet.gov.in







No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1

New Delhi, dated 10.04.2024

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

Sub: Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

Ref: (i) HRIDC letter No. HORC/Railway Board/2022/2574, dated 22.02.2024

(ii) Board's letter of even no. dated 03.04.2024

May kindly refer to Board's letter of even no. dated 03.04.2024 (ref.ii) above wherein RDSO was asked to submit comments regarding HRIDC letter No. HORC/Railway Board/2022/2574, dated 22.02.2024, "wherein the issue of modification in the clearance requirements for existing overhead Electrical crossings for New line projects – through corrigendum to note(iv) to para 3 of Chapter VB of IRSOD pertaining to 25kv AC traction with High Rise OHE". Reply is still awaited.

RDSO is requested to examine the issue through technical Dte of RDSO and submit the technicality in the issue.

DA: as above

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

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

Copy for information and necessary action to:

(ii) ED Standards (Track-1), RDSO, Lucknow.

Copy for information to:

(iii) ED/GS/Electrical, Railway Board.

Issued through 9 wait

1214/24 ECWIL







No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1

New Delhi, dated 03.04.2024

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

Sub: Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

Ref: HRIDC letter No. HORC/Railway Board/2022/2574, dated 22.02.2024

Please find enclosed herewith application from MD/HRIDC, referrred above requested for "modification in the clearance requirements for existing overhead Electrical crossings for New line projects – through corrigendum to note(iv) to para 3 of Chapter VB of IRSOD pertaining to 25kv AC traction with High Rise OHE".

RDSO is requested to examine the issue through technical Dte of RDSO and submit the technicality in the issue.

DA: as above

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

Copy for information and necessary action to:

(i) ED Standards (Track-1), RDSO, Lucknow.

Copy for information to:

(i) ED/GS/Electrical, Railway Board.

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हरियाणा रेल अवसंरचना विकास निगम लिमिटेड (हरियाणा सरकार और रेल भंगालय का संयुक्त उपक्रम)

HARYANA RAIL INFRASTRUCTURE DEVELOPMENT CORPORATION Ltd. (A joint venture of Government of Haryana and Ministry of Railways)

No. HORC/Railway Board/2022/2574

Dated:22.02.2024

To.

Additional Member/CE Railway Board Rail Bhavan, New Delhi

Sub-Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

- HRIDC is executing the HORC project which is semi-high speed 126 km double line rail comidor fit
 for double stack container with high rise OHE. HORC alignment has to cross the Aravallis
 mountain mandating construction of 4.7 km long tunnel. The HORC Project has various other
 challenges features like 25 m high & 3.9 km long Viaduct, large number of utility crossings & Bridges.
- 2. Under the guidance & support of Indian Railways, HRIDC has been making constant endeavours for technical innovations & inputs. In this direction, HRIDC is glad to share two significant technical inputs, elaborated in para 3 & 4 which will help in planning and aid cost efficiency not only for the HORC Project but also other Railway projects being executed by IR/PSUs.

3. Incorporation of Standard Dimensions for Tunnel & Through Girder Bridges fit for high rise OHE in IRSOD:

- The IRSOD (Revised 2022) had provision of the Standard Dimensions for Tunnels & Through Girder Bridges to suit 25 kV AC traction for max height of wagon as 4265mm only.
- ii. Standard Dimension for Tunnel for high rise OHE was not available in the IRSOD, HRIDC duly collating the various provisions of IRSOD pertaining to high rise OHE like- height of the double stack container, contact wire, overhead structures etc developed a draft Standard Dimension for Tunnel for single/double track. The above Standard Dimensions for Tunnel, to suit high rise OHE, were submitted to RDSO through Railway Board (copy of the reference attached as Annexure -II).
- iii. After due scrutiny by the RDSO & Railway Board, the Standard Dimension for Tunnel & Through Girder Bridges to suit high rise OHE was issued by the Railway Board on 15.01.2024 through ACS No. 4 to IRSOD.

The above incorporation will facilitate easy adoption of the FSG on all New Line projects of IR with high rise OHE involving construction of Tunnel and through girders thereby introducing standardisation with corresponding saving in time and expenditure.

4. <u>Pledification in the clearances requirements for exiting overhead Electrical crossings for New Line Projects</u>

- The previous provisions of the IRSOD provided relaxations in minimum clearances from rall level to the existing power line crossings for Doubling/Gauge Conversion work with electrification. However, these provisions were not applicable for New Line project with Electrification.
- The technical requirement and quantum of work involved in modification of existing EHT for New Line was exactly the same as for Doubling/Gauge conversion work with electrification.

Plot No. 143, 5^{**} floor Raiffel tower, Secfor-44, Gurugram, Haryana 122003 E-maif- 여자 영화 열광기의 Website: www.hrldc.co.in

File No. 2002/CEEDO/ARSOD/ARRIDO/AREA (Computer No. 3458203)

Thus, a reference was made by HRIDC to Railway Board for removing the anomaly and making the provision of Doubling/Gauge conversion applicable to New Line Project also. (copy of the reference attached as Annexure I)

iii. The suggestions of HRIDC were incorporated in IRSOD (Revised) & through correction slip no. 4 & in ACTM issued by Railway Board on 30.11.2023.

The modified provisions will result in a significant saving in expenditure, faster execution of projects and also obviate the requirement of major power blocks for power crossings feeding the densely populated area.

This is for your kind information.

(Rajesh Agarwal) 23/2/2 Managing Director/HRIDC

3/EEBO/IRSOB/HRIBE/O/PE:1 (COMPULATE NO. 3458203) हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्परिशन (मिड्र (हरियाणा सरकार और रेल मंत्रालय का संयुक्त, उपक्रम 🗢 Haryana Rail Infrastructure Development Corporation Ltd : A Joint Venture of Clost, of Haryana & Ministry of Railways 7. ...

HRIDC/RLY/GGN/2021/604

Date: 04.01.2022

Executive Director /Civil Engg. (G), Railway Board, New Delhi.

0/0

Standard Dimensions for Junnels and through girder bridges to suit IR sections for double stack containers with High Rise OHE.

- Haryana Rail Infrastructure Development Corporation Limited Ltd. (HRIDC), a Joint Venture of the Ministry of Railways and Government of Haryana, is the implementing agency for the Haryana Orbital Rail Corridor (HORC) project which is a new electrified double line project from Palwal to Sonipat via. Sohna, Manesar, & Kharkhoda.
- HORC is designed to run both Passenger and Freight trains and with a maximum sectional speed of 160 kmph. The HORC is also planning to run double stack container traffic with high rise OHE having connectivity with DFCCIL at New Prithala (on Rewari- Dadri section of WDFC) for facilitating to & fro movement of traffic between HORC and DFCCIL and connectivities at Patli (on Dadri- Rewari Section), Sultanpur (on Garhi-Farrukhnagar), Asaudah (on Delhi-Rohtak) & Harsana Kalan (on Delhi- Ambala) with Indian Railway network. A copy of the alignment plan of HORC is enclosed as Annexure I.
- As per the agreed system of working, Indian Railways (IR) will operate the trains on the HORC and the maintenance of infrastructure i.e., track, OHE and S&T will be done by the project SPV.
- The proposed HORC alignment will also cross the Aravalli Hills, near Sohna, through a tunnel with 1° curvature. The IRSOD (Revised SOD with ACS -30), vide the diagram no. 1A (modified), specifies standard dimensions for tunnels and through girder bridges to suit 25 kV AC traction for normal height OHE only. The Standard Schedule of Dimension for WDFC vide diagram no. 5 (Pg 56) prescribes MMD and fixed structure gauge for tunnels & through girder bridges to suit 2 x 25 kV AC traction (high rise OHE).
- The DFC profile, referred above, cannot be adopted for HORC due to difference in the various dimensions, some of which are highlighted below: -
 - Centre to Centre of tracks
 - Distance between center of track and adjacent side face of tunnel
 - Maximum height of the wagons as per the MMD
 - Height of contact wire
- The tentative standard dimensions for tunnel and through girder bridges fit for double stack containers with high rise OHE, suitable for the IR system, has been prepared based on the stipulations contained in the IRSOD and duly

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HRIDG

हरियाणा रेल इन्फास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लिमिडेत (हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम Haryana Rail Infrastructure Development Corporation Ltd (A Joint Venture of Govt. of Haryana & Ministry of Railways

referring to the SOD of Western DFC. The calculation sheet for the same (Annexure II) and tentative profiles for single line/double line are attached as Annexure-III & IV.

- 7. For facilitating design of the tunnel and other structures for routes planned for double stack container with high rise OHE it is requested that following may be incorporated in the IRSOD.
 - MMD and fixed structure gauge for tunnel and through girder bridges to suit 1×25 KV AC traction for double stack container with high rise OHE
 - MMD & fixed structure gauge for out of station to suit 1×25 KV AC traction for double stack container with high rise OHE
 - Extra clearance on curves for speed up to 100 kmph for double stack containers with high rise OHE.
 - Extra clearance on curves for speed upto 160 kmph for passenger trains with high rise OHE.

Encl- Annexure I to IV

Narinder D. Chumber,

Director (P&P)

HRIDC, Gurugram

1743884/2024/CEDO SECTION SECT



हरियाणा रेल इन्फास्ट्रक्चर डेवलपमेंट कॉर्परिशन लिमिडेट (हरियाणा सरकार और रेल मंत्रालय का सयुक्त उपक्रम) Haryana Rail Infrastructure Development Corporation Ltd. (A Joint Venture of Govt. of Haryana & Ministry of Railways)

11.10.2021

EDCE(G), Raliway Board, Rail Bhawan, New Delhi.

Sub: Corrigendum to para 3 of Chapter VB of IRSOD pertaining to 25KV AC traction with High Rise OHE

Ref: (i). ACS No. 21 to IRSOD (BG) Revised, 2004 Dated: 27.09.2017 (ii). ACS No. 20 to IRSOD (BG) Revised, 2004 Dated: 17.07.2017

- 1. Haryana Rail Infrastructure Development Corporation (HRIDC) is a Joint Venture of Govt. of Haryana and Ministry of Railways and mandated to take up planning and implementation of various Railway infrastructure projects. HRIDC is implementing the Haryana Orbital Rail Corridor (HORC) project which has been sanctioned by the Cabinet Committee on Economic Affairs (CCEA) in September, 2020. HORC will connect Palwal to Sonipat via Sohna, Manesar and Kadkhoda through a double Railway line with High Rise OHE fit for double stack container train.
- The proposed HORC alignment is passing through the developed and heavily populated NCR region as a result of which a large number of existing Overhead Electrical crossings are being encountered.
- There are a total of 201 nos of LT/HT Electrical crossings upto 33kV and the work for modification of these crossings is in progress.
- 4. In addition, there are a total of 45 No. of EHT crossings (above 33 kV) out which there is no infringement in 12 EHT crossings. The planning/status of balance 33 EHT crossings are as follows:

Sr No	Description	Numbers	Remarks
i.	Horizontal infringement to IRSOD para 11 of ACS-20	14 EHT crossings	 planned for modifications to comply with the provisions contained in the ACS No. 20 to IRSOD. For these 14 crossings the new height of the lowest conductor of EHT crossing will be kept in accordance with Col4, Para-3 of ACS-21 to IRSOD.
ii.	to IRSOD para 3 col (5) of ACS-21	infringing the clearances prescribed as per column 5 of para 3 of ACS-21	comply with the provision of columns 5. During the alteration provision as contained in column (4) for New electrical crossings shall be complied with.
izi.	(3) Of ACS-21	complying with the clearances prescribed	No modification will be required if provision contained in the Note (iv) of para 3 of ACS-21 is applicable

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5. Note (iv) Para (3) of Chapter VB - 25 kV A.C. Electric Traction with High Rise OHE issued vide ACS-21 to IRSOD, stipulates that

For any electrification work of existing line; doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable.

This para is silent for new railway line construction. Non applicability of this Note for new line will entail major modifications in additional 11 EHT crossings (as mentioned in serial No.(iii) of the table given in para 3 above) to comply with the clearances specified in column (4) para-3 of ACS-21 to IRSOD.

- 6. Modifications to these 11 existing EHT crossings will have the following major repercussions: -
 - A major expenditure to the tune of approx. Rs 80/90 Crores without any corresponding benefits
 - Modifications to 04 Nos. of 765 kV electrical crossings is a major activity and will consume a lot of time
 - Non availability of Power Block for modification of the existing EHT crossings feeding the densely populated NCR.
 - Restricted ROW for the modification work as KMPE is running parallel to HORC with a number of cloverleaf arrangements.
- 7. It would be pertinent to point out that for existing Electrical Crossings, for both the New Line and Doubling/GC projects, the quantum of work required for modification of the electrical crossings will be exactly the same. Hence, it is only prudent that same instructions should be applicable to both the New Line and Doubling/GC projects. However, Note(iv) to para 3 of Chapter VB of the IRSOD does not explicitly mention New Line projects., It is thus requested that the provision available in Note (iv) para-3 of ACS-21 to the IRSOD may also be made applicable to New line construction through correction slip as proposed below:-

Existing provision as per note (iv) to para 3. Proposed provision as per note (iv) to para 3 of Chapter VB of IRSOD of Chapter VB of IRSOD

For any electrification work of existing line; For any electrification work of existing line; doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable.

New Line, doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable.

The proposed change will not only significantly reduce the expenditure but will also facilitate faster execution of the project

> Jan 1 2021 (Narinder D. Chumber) Director (Project & Planning), HRIDC, Gurugram.

Copy to:

1. ED/RE, Railway Board, Rail Bhawan

REMINDER-2



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



No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 10.04.2024

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

> Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i)

- CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024
- RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023 (ii)
- RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, (iii) dated 22.03.2022
- Board's letter of even no. dated 14.03.2024 (iv)

May kindly refer to Board's letter of even no. dated 14.03.2024 and followed by reminder-1 dated 27.03.2024 (ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awiated.

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

DA: as above.

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

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

Ju/10.04.24

Copy forwarded for information to:

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

File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083)

17387 /2024/CEDO SECTION

REMINDER-1



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



No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

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

Sub: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref:

- (i) CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, dated 22.03.2022
- (iv) Board's letter of even no. dated 14.03.2024

May kindly refer to Board's letter of even no. dated 14.03.2024(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

Copy forwarded for information to:

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

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

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File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083) 1738758/2024/CEDO SECTION

File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083) 1728581/2024/CEDO SECTION

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





No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 14.03.2024

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

Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024

RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023 (ii)

RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, dated 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

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

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL Copy forwarded for information to:

New Delhi, Dated 14.03.2024

1. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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1728581/2024/CEDO SECTION

Annexure/Page 1 of 1

[of CCRS Office's Letter No. Q.12011/20/2023-24-71.ft., Dated 12.03.2024 regarding BOXNHAM

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axie load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022. 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.
- 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. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2° curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 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.
- 5. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- 6. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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.
- 8. No overdue in track/rolling stock maintenance shall be permitted.
- Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIQUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.03.12 16:06:43 +05'30'

File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083) 1738758/2024/CEDO SECTION 17 File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083)

नागर विमानन मंत्रालय

N.E.Rly. 31-140, N.Rly. 23-290 फेब्स / Fex-0522-2233098, 2233087 E-mail: chiefcom@rediffmail.com

(रेल संरका आयोग) GOVERNMENT, OF INDIA

MINISTRY OF CIVIL AVIATION (COMMISSION OF RAILWAY SAFETY)

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.12011/20/2023-24-त.वि

दिनांक-12.03.2024

सेवा में.

सचिव (सिविल इंजी.) रेल मंत्रालय रिलवे बोर्ड) रेल भवन <u>नई दिल्ली</u>

ध्यानार्थ:EDCE(G)।

विषयः Introduction of new type of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' 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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

संटर्भ:

- (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHAM, dt. 20.12.2023
- (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022
- (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
- (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02.2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 'BOXNHAM' having maximum axee 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation] subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD NADEEM **SIDDIQUI**

Digitally signed by AHMAD NADEEM

SIDDIQUI Date: 2024.03.12

16:06:28 +05'30' (अहमद नदीम सिददीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नकः यथोक्त प्रतिलिपि <u>महानिदेशक</u> अनुसंधान, अभिकल्प एवं मानक संगठन मानक नगर, लखनऊ-226011





No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 10.04.2024

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

Sub: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024

(ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023

(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated

(iv) 22.03.2022 Board's letter of even no. dated 14.03.2

Board's letter of even no. dated 14.03.2024 & dated 27.03.2024

May kindly refer to Board's letter of even no. dated 14.03.2024 and followed by reminder-1 dated 27.03.2024 (ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awaited.

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

DA: as above.

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

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[2] A/2 of acril)

REMINDER-1



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



No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

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

Sub: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref

- (i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022
- (iv) Board's letter of even no. dated 14.03.2024

May kindly refer to Board's letter of even no. dated 14.03.2024(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

RDSO is requested to examine the issues involved and submit comments at the earliest. DA: as above.

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

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

Copy forwarded for information to:

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077)

1738870/2024/CEDO SECTION

1728547/2024/CEDO SECTION

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





No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 14.03.2024

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

Sub: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i)

- i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

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

[Rly No. 030-47598, MTNL No.-011-23047598] e-mail address :dceg@rb.railnet.gov.in

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL Copy forwarded for information to :

New Delhi, Dated 14.03.2024

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

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

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Generated from eOffice by V. P. SWING (C. B.) Man/CEDO (VP), HD DRAFTSMAN/CEDO, Civil Engineering Dte on 10/04/2024 11:51 am.

File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077)

1738 37/2024 FIE No. SECTION CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077)

1728547/2024/CEDO SECTION

Annexure/Page 1 of 1 (of CCRS Office's Latter No. Q.12011/19/2023-24-π.ft., Dated J2.03.2024 regarding BOXNHA

Conditions to be ensured by the Railway for operation of Broad Gauge Bogle Open Wagon type 'BOXNHA' having maximum axie load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022. 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.
- 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. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2⁶ curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 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.
- 5. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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.
- 8. No overdue in track/rolling stock maintenance shall be permitted.
- Right powering of loaded trains running with 22.9t axie load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIQUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.03.12 16:04:20 +05'30'

File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077) 1738870/2024/CEDO SECTION File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077)

1728547/2024/CEDO

भारत सरकार नागर विमानन मंत्रालय फोन / Ph.: 0522-2233887, 2233108 (F&T)

N.E.RN. 31-140, N.Rly. 23:290 事者 / Fax-052.2-2233095, 2233087 E-mail: chiefcom@rediffmail.com

(रेल संर्था आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION (COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, मं रे.प्र. कार्यालय परिसर 18, अशोक मार्ग, सखनऊ-226001

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

दिनांक-12,03,2024

संख्या-Q.12011 / 19 / 2023-24--त.वि

सेवा में

सथिव (सिविल इंजी.) रेल मंत्रालय (रेलवे बोर्ड)

रेल भवन

नई दिल्ली

[ध्यानार्य:EDCE(G)]

বিষয়: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axie load of 22.82t, for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL upto maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

संदर्भः (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHA, dt. 12/18.12.2023

- (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022
- (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
- (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02.2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 Bogle Open Wagon type 'BOXNHA' 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation] subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD

Digitally signed by AHMAD NADEEM **SIDDIQUI**

NADEEM SIDDIQUI

Date: 2024.03,12 16:03:52 +05'30'

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

संलग्नकः यथोक्त प्र<u>ति</u>लिपिः <u>महानिदेशक</u> अनुसंघान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011







No. 2022/CEDO /SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 10.04.2024

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

Sub: Increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways

Ref: (i) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022

- (ii) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022
- (iii) Board's letter of even no. dated 11.11.2022 & dated 27.03.2024

May kindly refer to Board's letters of even no. dated 11.11.2022 and followed by reminder-1 dated 27.03.2024(ref.iii) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awaited.

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

DA: as above.

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. Executive Director (Wagon), RDSO, Lucknow
- 2. Executive Director (Standards) Track-I, RDSO, Lucknow
- 3. EDME(Fr) Railway Board

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(Approved 12/4/24 CNIL)

REMINDER-1





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



No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 27.03.2024

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

> Sub: Increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways

Ref: (i) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022

- (ii) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022
- (iii) Board's letter of even no. dated 11.11.2022

May kindly refer to Board's letter of even no. dated 11.11.2022(ref.iii) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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. Executive Director (Wagon), RDSO, Lucknow
- Executive Director (Standards) Track-I, RDSO, Lucknow
- 3. EDME(Fr) Railway Board

Issued through q wasc

MAN D/Man/CEDO (VP), HD DRAFTSMAN/CEDO, Civil Engineering Dte on 10/04/2024 11:31 am 213P4 ADECCVIL

File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500)
1738623/2024/CEDO SECTION
File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500)
303095/2022/CEDO SECTION





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



No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Dolhi, dated 11.11.2022

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

Sub: Increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.91] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonai Railways

Ref: (i) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022

(ii) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

Coddition No. 4 of Annexure :-

4. Testing Directorate has revised the Oscillation Trial Report after 11 years stating that there was an error in the calculations of % of static deflection of secondary spring. RDSO may be advised to submit both the calculations indicating error to the Commission before introduction of the subject rolling stock. It is also possible that method of calculation itself has been changed since the trial was conducted. If so, the date from which the new methodology has been implemented along with the technical justification of the new method may also be furnished RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

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. Executive Director (Wagon), RDSO, Lucknow
- 2. Executive Director (Standards) Track-I, RDSO, Lucknow
- 3. EDME(Fr) Railway Board

File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500) 38 23/20 PHECEDO 2552 PCEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500)

803395/2022/CEDO_SECTION

भारत सरकार

1614 / Ph.: 0422-2232087, 2233108 (PAT) N.B.Hly, 31-140, N.Rly 33 100 नागर विमानन मंत्रालय \$441 /FAX-0522-1283086, 2531087 F-mull : chidesent@eadifinaliseen

(रेल संरक्त आगीप)

ACVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, भ.रे.प्र. कार्यालय परिसर 10, अशोक मार्ग, लक्षमळ-226001

N.E. Railway, DRM OFFICE CAMPUS 18, Autok Marg, Luckmow-228 001

संख्या—0.13011 / 42 / 2009—ति.वि

विनांक 09.11.2022

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

(ध्यानार्थ:EDCE(G)]

Sub: Increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22,9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway BG routes.

Ref.: (1) DG/RDSO's letter No. MW/SPD/BG/BCNHL, dated 27.04.2022

(ii) RDSO's First Revised Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022

(iii) This office's letter of even no. dated 14.06.2022

(iv) RDSO's letter no. MW/SPD/BG/BCNHL, dated 22.09.2022

Vide reference (I), RDSO has approached this office seeking Railway Board's sanction for increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway BG routes on the basis of RDSO's First Revised Final Speed Certificate mentioned under reference (II). Vide reference (iii) [copy enclosed], RDSO was requested to furnish certain clarifications on the subject case, RDSO vide reference (iv) [copy enclosed] submitted its reply.

Case has been examined by this office in light of abovementioned documents/clarifications and is found to be in order. Accordingly, the same is being forwarded to Rallway Board for necessary action with the recommendation for the sanction of the Central Government for operation of Broad Gauge Bogle Covered wagon type 'BCNHL' [Maximum Axie Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 at 75 [SEVENTY FIVE] kmph in both empty and loaded conditions over Indian Railway BG routes with conditions mentioned in Annexure.

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

Nadeem Siddiqui

(अहमद नदीन सिददीकी) उप रेल संरक्षा आयुक्त (पात्रिक)

संलग्नकः यथोका

प्रतिलिपिः महानिदेशक (माल डिप्सा) माल डिब्बा निदेशालय (एनेक्सी-1). अनुसंघान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500) 1738623/2024/CEDO SECTION File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500)

> Annexues/Page 1 of 1 [of CORS-Office's Latter No. Q 1301] /40/2009-11/R., Dated 09.11.2033 regarding BCHH.]

Conditions to be ensured by the Railway for operation of Broad Gauge Sogle Covered wagon type 'BCNHL' (Maximum Axie Load: 22.9t) to RDSO's Drawing no. WD-06076-8-02 Ait.07 at 78 [SEVENTY FIVE] kmph in both empty and loaded conditions over Indian Railway BG routes

- Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022. Remarks of the Railway against each Para of the Speed Cartificate 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. RDSO should carry out detailed study of poor brake power in BMBS fitted wagons and immediately take corrective measures in all existing & new wagons under intimation to this office
- 4. Testing Directorate has revised the Oscillation Trial Report after 11 years stating that there was an error in the calculations of % of static deflection of secondary spring. RDSO may be advised to submit both the calculations indicating error to the Commission before introduction of the subject rolling stock. It is also possible that method of calculation itself has been changed since the trial was conducted. If so, the date from which the new methodology has been implemented along with the technical justification of the new method may also be furnished.
- 5. In terms of Railway Board's letter no. 2020/CE-II/TS/22.9 dated 20.08.2020, General Manager of Zonai Railway shall identify the route for operation of CC+8+2t axle load wagon at 75 kmph. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of 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. Railway 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 avold running of overloaded wagons on track.
- 10. No overdue in track/rolling stock maintenance shall be permitted.
- 11. Separate maintenance regime to be legislated for higher axie load route on IR.
- 12. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
- 13. Right powering of loaded trains running with CC+8+2 axie load wagons shall be ensured.
- 14. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and
- 15. Railway should adopt following measures to improve the reliability of wagons during operation:
 - a. Elastomeric (EM) pads must be made MUST CHANGE items during Routine Overhaul (ROH).
 - b. Brake Blocks must be made MUST CHANGE Items during ROH.
 - c. During intensive examination, minimum thickness of brake block should be maintained 25 mm instead of presently prescribed 20 mm to reduce the detachment cases of wagons on account of worn-out brake-head cases,

REMINDER-2



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



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

New Delhi, Dated 10.04.2024

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

(iv) Board's letter of even no. dated 22.12.2023 & dated 27.03.2024

May kindly refer to Board's letter of even no. dated 22.12.2023 and followed by reminder-1 dated 27.03.2024 (ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awaited.

RDSO is requested to examine the issues involved and submit comments at the earliest. DA: as above.

(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. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

Tesues through 9 mail 12412 DECENIL)





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

New Delhi, Dated 27.03.2024

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
- (iv) Board's letter of even no. dated 12.12.2023

May kindly refer to Board's letter of even no. dated 12.12.2023(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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/SR/29/BOXNM1-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

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

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

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File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316) 1653473/2023/CEDO SECTION भारत सरकार Government of India

> रेल मंत्रालय Ministry of Railways (रेलवे बोर्ड Railway Board)



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: 22.821] 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
- ii. 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.

Issued Finagh gweet

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/SR/29/BOXNM1-22.821-DFCCH.

New Delhi, Dated 22.12.2023

Copy forwarded for information to:

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

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

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File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316) 1653473/2023/CEDO-SECTION



सारत सरकार नागर विमानन मंत्रालय 역한 / Ph.: 0522-2233087, 2233108 (P&T)

N.E.Rly. 31-140, N.Rly. 23-290 寺4स / Fa×-0522-2233095, 2233087 E-mail: chiefc om@rediffmail.com

(रेल संरक्षा आयोग) GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पर्वोत्तर रेलवे, म.रे.प्र. कार्यालय परिसर 16, अशोक मार्ग, लखनऊ-226001 संख्या-Q.12011 / 17 / 2023-24-त,वि N.E. Railway, DRM OFFICE CAMPUS 16, Ashok Marg, Lucknow-226 001

दिनांक-21,12,2023

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

[ध्यानार्थ:EDCE(G)]

विषयः Introduction of rolling stock Broad Gauge Bogle 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

संदर्गः (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 Digitally signed by Ahmad Nadeem Siddiqui Date: 2023.17.21 14:31:42 +05'30'

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

संलग्नकः यथोक्त

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

File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316)

File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316) 1653473/2023/CEDO SECTION

Annexure-2/Page 1 of 1

[of CCRS Office's Letter No. Q 12011 / 17 / 2023-24-त वि., Dated 21.12.2023 regarding BOXNM1

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

- 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 Rara of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
- 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.
 - 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.
 - 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.
 - Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
 - DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
 - 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.
 - Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

Ahmad Nadeem Siddigui

Digitally signed by Ahmad Nadeem Siddiqui Date: 2023.12.21 14:32:02 +05'30'

REMINDER-2





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



No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 10.04.2024

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

Sub: Minimum clearance between toe and open switch of stock rail.

Ref: (i) PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

(ii) Board's letter of even no. dated 03.10.2023 & dated 27.03.2024

May kindly refer to Board's letter of even no. dated 03.10.2023 and followed by reminder-1 dated 27.03.2024 (ref.ii) above wherein RDSO was asked to submit comments regarding PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clearance between toe and open switch of stock rail was raised by Zonal Railways." Reply is still awaited.

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

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. PCSO, Central Railway, CSMT, Mumbai
- 2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

Towns through g mail

Approve

12/A/2 ECWIL)

REMINDER-1







No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 27.03.2024

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

Sub: Minimum clarance between toe and open switch of stock rail.

Ref: (i) PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

(ii) Board's letter of even no. Dated 03.10.2023

May kindly refer to Board's letter of even no. dated 03.10.2023(ref.ii) above wherein RDSO was asked to submit comments regarding PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clarance between toe and open switch of stock rail was raised by Zonal Railways." Reply is still awated.

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

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

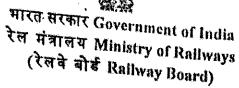
Copy forwarded for information to:

- 1. PCSO, Central Railway, CSMT, Mumbai
- 2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

Issued through g man!

Appring







No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 03.10.2023

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

Sub: Minimum clarance between toe and open switch of stock rail.

Ref: PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

Please find enclosed herewith PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clarance between toe and open switch of stock rail was raised by Zonal Railways."

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

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:

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- 2. ED Standards (Track-I), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

No. 2023/8afety (AMR)/19/8

New Delhi 26,09,2023

Sub: Minimum clearance between toe and open awlich of stack rull,

Ref. Central Railway's letter No.81771/Points & econsing dr. 21.09.23

Kindly refer to letter under reference above, wherein the issue of mismatch in the codal provisions (IRSIEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clearance between toe and open switch of stock rail was raised by Zonal Railways.

In view of above, the necessary action may be taken at the earliest and advised to Railway with a copy to this office.

ED/Baidty (CIVII)

AM/CE

Copy to: PED/Signal/ Modernization, ED/Track(P) and ED/CE(G) - for information and necessary action please

WELL CALL SALE WAS COME OF THE SALE OF THE

CENTRAL RAILWAY Principal Chief Safety Officer's Office CAMPANIA Shired Maharid Tomores

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Date: 21.09.2023

email Chaiges (Batter dearin)

Marshall (2000) Phone No. 27620778

Market V steller Active Co.

PEO SANA Radius Board, New Design

Sub: Minimum charance between the and open switch of stock rife.

Reserving above subject matter the provision in IRSOX, revised in 2022, Chapter II item No. 16, is reproduced below.

A) Milliamum clearance between toe of open switch and stock rail

i. For existing works

ation Ordains of anotherwise to existing works

en 18 115 mm

Note: The clearance can be increased up to 160 mm in curved switches in order to obtain adequate clearance between gauge face of stock rail and back face of longue rail.

(Maintenance schedule), issued in July 2021 (Schedule codo EPS, Page 58)is reproduced below:

Normal Pol	(143 mm)	. Thick Web Poi	nt (220 mm)	
OPENING (Tolerance)		OPENING (Tolerance)		
LHEND	RHEND	LH END	RH END	
115 <u>-</u> 3 mm	115 ±3 mm	160 ± 3 mm	160 ± 3 mm	
***	•			

From the above, it can be seen that there is a mismatch in the codal provisions regarding parameters for the opening tolerances and this is leading to lot of confusion in the field.

The copies of revised IRSOD 2022 & IRSEM Appendix - 1 2021 is enclosed herewith.

In view of the above, suitable necessary action may please be taken for issuing correction stip accordingly.

DA : As above.

(Maninder Uppal) PCSO/CR

Reviewed IRROD - 3022

Define the init level and tyth framation lavel of the track on straight and enters uportains of Athor 2575mm Helow the tall level and upto the formation level of the track on course with entities less than A78th. **2723mm** Note: (e) १५५ में इस्ताहर होते 'इस्ट्राड (इस्ट्राड) एक स्थान हो। कार १५३ है। इस्ट्राड के इस्ट्राड हो। 16) hems (141) to (1411) above they and the applicable in ease of bridges, thought, ballastiess track (including washable award. 10 He additionable of the mount in existing yand the minimum horizontal distance shall be maintained at 2360hum on straight track and on curve having radius \$75m & more, and 2510mm in case of ourse having radius less than 875m, it it is difficult to provide prescribed eleganness as mentioned in items. (141) and (1411) above due to existing field constraints. (b) The restinus fixtures which are attached to the track like traction bonds etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in Itam (vii) and (viii) above will not be applicable to these fixtures. Points and emedages 12 Maximum clourance of check rall appoins now of crosting áänım Note: In case of turnouts laid with 1673mm gauge, the clearance shall be 43mm instead of 48mm. 13 Minimum clearance of check rall opposite nose of crossing 44 mm Note: In case of turnouts laid with 1673mm gauge, the clearance shall be 41mm instead of 44mm 14 Maximum clearance of wing rail at note of creating 48mm Note: In case of currouts faid with 1673 mm gauge, the steamne shall be 45 mm instead of 48 mm 15 Minimum clearance of wing rail at note of crossing **44** rom Note: In case of tumouts laid with 1673mm gauge, the alearange shall be 41mm instead of 44mm. Minimum clearance between too of open switch and stock mil-Por existing works .95mmi For new works or alterations to existing works 115mm Note: The clearance can be increased upto 160mm in sulved switches in ditier to obtain adequate clearance between gauge face of stock rall and back face of tougue rail.

10

ii) 175m radius in case of 1 in 85 scissors grossing to allow for sufficient straight over the diamond

Minimum radius of curvature for allp points, tumouts

crossing between crossovers.

Note: In special cases mentioned below this may be reduced to not less than the minimum of i) 213m radius in case of 1 in 8.5 BO tumouts with 6.4m overriding switch, and

17

or crossover tomits

216 m (8 degree)



					IR	SEM - 20		
		The case	The second secon					
	,		^^ · * *.	* . ***********************************	l. a. J., Pal l			
	Periodicity: Signal Technician: Abouthly (to be done by Techn					unklan (Septemble in the		
	1				cr (4.55E/H)			
	:	٠., ,	1		551/H[Shproil]: Moot			
	i	1.	Measurements of	Minney Minney and the Australia	4/mcharge: Quarter	and the second section at		
			Measurements of operating values (voltage & current) of point machines, with and the machine in					
	· ,		The district of the control of the c					
		•	friction chutch shall ske within this range. Replace inachine when difference between normal operating current and current under obstruction is less than 0.5 A					
	. •	2.	Checking	dirent and current is	nder obstruction is le	ss (han 0.5 A		
	,	2. Checking of feed disconnection time under obstruction is not less than 10 Seconds. 3. Ensure Mose pipe/GI pipe in good condition and without gaps/access. 4. Checking of feed discouncection time under obstruction is not less than 10 Seconds. 4. Checking of feed discouncection time under obstruction is not less than 10 Seconds. 5. Ensure Mose pipe/GI pipe in good condition and without gaps/access.						
٠	! !	4	Check MS nine at a	of pipe in good condi	lon and without gap	/access.		
	!		//631'	witch Extension piece	"P" bracket for any rit	formation or excessive		
!	•	S .	In case of Clamp ty clamp lock.	pe point machine, Lui	bricate the following	moving parts of the		
		Ţ	(a) Stock rail b	racket emove				
				rt of tongue rail and I	ock arm assembly.			
	···			ochine of lock bar and				
	,	į		<u>Schedul</u>	coderEP3			
1	Į	Periodicity: Sectional SSE/JE(Signal): Quarterly (Sectional SSE/JE & Incharge SSE to carry out-alternate inspections)						
ĺ		i	SSE(Signal)/Inc	ਅਵਾਸ਼ਦ ਕ ।।।cnarge SSE harge: Quarterly (Sec	to carry out-alternal Honal SSE/JE & Jacha	te inspections) me SSE to carry out		
9	!	<u> </u>		alternate inspi	ection)	ge soc to cary but		
بل	1 2	í	oint check with JE/	SSE (P-Way) of points	& crossing for levelli	ng, squaring, creeping,		
Y	-	. ip	acking, clearance	of ballast and other P	-Way fittings, etc. an	d measurement of LH.		
		L	n switch opening all v RDSO dated 14.2.	re as given below for .19 for Thick Web Swi	normal point and as p itches	er proforma circulated		
		╌╁╴	by RDSO dated 14.2.19 for Thick Web Switches. Normal Point (143 mm) Thick Web Point (220 mm)		Jos (220)			
	/	╟	·· - · · · · · · · · · · · · · · · · ·	(Tolerance)		Tolerance)		
: -			LH END/	RH END	LH END	RH END		
		- E	115±3 mm	115±3 mm′	160±3 mm	160±3 mm		
	2.	2. Joint checking of SSD Setting and its arm insulation with P-Way supervisor.						
					Code: EP4			
		Periodicity: Technician[Signal]: Quarterly						
		Sectional SSE/JE(Signal): Half-yearly SSE(Signal)/Incharge : Yearly				-yearry		
1		+	- Cities of po	int machine and Che		onles in position.		
L	1.	1011	easing/Uning or po	Assembly, slides, rol	ers & pins with me	dium grade axie oil 15		
	2.	162	8. Avoid overflow	ng.	•			
1	3.	Smoothness& cleaning of Commutator, carbon brushes.						
 	4.	Ensure painting of connecting rods is satisfactory.						
- (_		







No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1

New Delhi, dated 03.04.2024

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

Sub: Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

Ref: HRIDC letter No. HORC/Railway Board/2022/2574, dated 22.02.2024

Please find enclosed herewith application from MD/HRIDC, referrred above requested for "modification in the clearance requirements for existing overhead Electrical crossings for New line projects – through corrigendum to note(iv) to para 3 of Chapter VB of IRSOD pertaining to 25kv AC traction with High Rise OHE".

RDSO is requested to examine the issue through technical Dte of RDSO and submit the technicality in the issue.

DA: as above

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

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

Copy for information and necessary action to:

(i) ED Standards (Track-1), RDSO, Lucknow.

Copy for information to:

(i) ED/GS/Electrical, Railway Board.

I sould through g mail

Brown:

03/4/24

ADE(CNIL)



हरियाणा रेल अवसंरचना विकास निगम लिमिटेड (हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम)

HARYANA RAIL INFRASTRUCTURE DEVELOPMENT CORPORATION Ltd. (A JOINT VENTURE OF GOVERNMENT OF HARYANA AND MINISTRY OF RAILWAYS)

No. HORC/Railway Board/2022/2574

Dated:22.02.2024

To,

Additional Member/CE Railway Board Rail Bhavan, New Deihi

Sub-Technical inputs given by HRIDC for facilitating faster and economical construction of New Line Railway Projects

- HRIDC is executing the HORC project which is semi-high speed 126 km double line rail corridor fit
 for double stack container with high rise OHE. HORC alignment has to cross the Aravallis
 mountain mandating construction of 4.7 km long tunnel. The HORC Project has various other
 challenges features like 25 m high & 3.9 km long Viaduct, large number of utility crossings & Bridges.
- 2. Under the guidance & support of Indian Railways, HRIDC has been making constant endeavours for technical innovations & inputs. In this direction, HRIDC is glad to share two significant technical inputs, elaborated in para 3 & 4 which will help in planning and aid cost efficiency not only for the HORC Project but also other Railway projects being executed by IR/PSUs.
- 3. <u>Incorporation of Standard Dimensions for Tunnel & Through Girder Bridges fit for high rise OHE in IRSOD:</u>
 - The IRSOD (Revised 2022) had provision of the Standard Dimensions for Tunnels & Through Girder Bridges to suit 25 kV AC traction for max height of wagon as 4265mm only.
 - ii. Standard Dimension for Tunnel for high rise OHE was not available in the IRSOD. HRIDC duly collating the various provisions of IRSOD pertaining to high rise OHE like- height of the double stack container, contact wire, overhead structures etc developed a draft Standard Dimension for Tunnel for single/double track. The above Standard Dimensions for Tunnel, to suit high rise OHE, were submitted to RDSO through Railway Board (copy of the reference attached as Annexure -II).
 - iii. After due scrutiny by the RDSO & Railway Board, the Standard Dimension for Tunnel & Through Girder Bridges to suit high rise OHE was issued by the Railway Board on 15.01.2024 through ACS No. 4 to IRSOD.

The above incorporation will facilitate easy adoption of the FSG on all New Line projects of IR with high rise OHE involving construction of Tunnel and through girders thereby introducing standardisation with corresponding saving in time and expenditure.

- 4. <u>Modification in the clearances requirements for exiting overhead Electrical crossings for New Line Projects</u>
 - i. The previous provisions of the IRSOD provided relaxations in minimum clearances from rail level to the existing power line crossings for Doubling/Gauge Conversion work with electrification. However, these provisions were not applicable for New Line project with Electrification.
 - ii. The technical requirement and quantum of work involved in modification of existing EHT for New Line was exactly the same as for Doubling/Gauge conversion work with electrification.

Plot No. 143, 51 floor RailTel tower, Sector-44, Gurugram, Haryana 122003 E-moil: നസ്സ് <u>സം ഇട്ടത്തി (പന്ന</u> Website: www.hridc.co.in

Thus, a reference was made by HRIDC to Railway Board for removing the anomaly and making the provision of Doubling/Gauge conversion applicable to New Line Project also. (copy of the reference attached as Annexure I)

iii. The suggestions of HRIDC were incorporated in IRSOD (Revised) & through correction slip no. 4 & in ACTM issued by Railway Board on 30.11.2023.

The modified provisions will result in a significant saving in expenditure, faster execution of projects and also obviate the requirement of major power blocks for power crossings feeding the densely populated area.

This is for your kind information.

Managing Director/HRIDC

File No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1 (Compayore No. 3418203) 9551/2024%CEDO SECTION

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हरियाणा रेल इन्फ्रास्ट्रकचर डेवलपमेंट कॉपरिशन लिमिडेर (हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम Harvana Rail Infrastructure Development Corporation Ltd A Joint Learnie of Cost, of Harvana & Ministry of Railways

HRIDC/RLY/GGN/2021/604

Date: 04.01.2022

Executive Director / Civil Engg. (G), Railway Board. New Delhi.

Standard Dimensions for Tunnels and through girder bridges to suit IR sections for double stack containers with High Rise OHE.

- 1. Haryana Rail Infrastructure Development Corporation Limited Ltd. (HRIDC), a Joint Venture of the Ministry of Railways and Government of Haryana, is the implementing agency for the Haryana Orbital Rail Corridor (HORC) project which is a new electrified double line project from Palwal to Sonipat via. Sohna, Manesar, & Kharkhoda.
- HORC is designed to run both Passenger and Freight trains and with a maximum sectional speed of 160 kmph. The HORC is also planning to run double stack container traffic with high rise OHE having connectivity with DFCCIL at New Prithala (on Rewari- Dadri section of WDFC) for facilitating to & fro movement of traffic between HORC and DFCCIL and connectivities at Patli (on Dadri- Rewari Section), Sultanpur (on Garhi-Farrukhnagar), Asaudah (on Delhi-Rohtak) & Harsana Kalan (on Delhi- Ambala) with Indian Railway network. A copy of the alignment plan of HORC is enclosed as Annexure I.
- 3. As per the agreed system of working, Indian Railways (IR) will operate the trains on the HORC and the maintenance of infrastructure i.e., track, OHE and S&T will be done by the project SPV.
- 4. The proposed HORC alignment will also cross the Aravalli Hills, near Sohna, through a tunnel with 1° curvature. The IRSOD (Revised SOD with ACS -30), vide the diagram no. 1A (modified), specifies standard dimensions for tunnels and through girder bridges to suit 25 kV AC traction for normal height OHE only. The Standard Schedule of Dimension for WDFC vide diagram no. 5 (Pg 56) prescribes MMD and fixed structure gauge for tunnels & through girder bridges to suit 2 x 25 kV AC traction (high rise OHE).
- 5. The DFC profile, referred above, cannot be adopted for HORC due to difference in the various dimensions, some of which are highlighted below: -
 - Centre to Centre of tracks
 - Distance between center of track and adjacent side face of tunnel
 - Maximum height of the wagons as per the MMD
 - Height of contact wire
- The tentative standard dimensions for tunnel and through girder bridges fit for double stack containers with high rise OHE, suitable for the IR system, has been prepared based on the stipulations contained in the IRSOD and duly

File No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1 (Computer No. 3458203) 1719551/2Q24/CEDO SECTION



हरियाणा रेल इन्फास्ट्क्चर डेवलपमेंट कॉर्पोरेशन लिमिड्रत (हरियाणा सरकार और रेल मंत्रालय का संयुर्भ उपक्रम Haryana Rail Infrastructure Development Corporation i A Joint Venture of Govt. of Haryana & Ministry of Railwa

referring to the SOD of Western DFC. The calculation sheet for the same (Annexure II) and tentative profiles for single line/double line are attached as Annexure-III & IV.

- 7. For facilitating design of the tunnel and other structures for routes planned for double stack container with high rise OHE it is requested that following may be incorporated in the IRSOD.
 - MMD and fixed structure gauge for tunnel and through girder bridges to suit 1×25 KV AC traction for double stack container with high rise OHE
 - MMD & fixed structure gauge for out of station to suit 1×25 KV AC traction for double stack container with high rise OHE
 - Extra clearance on curves for speed up to 100 kmph for double stack containers with high rise OHE.
 - Extra clearance on curves for speed upto 160 kmph for passenger trains with high rise OHE.

Encl- Annexure I to IV

Narinder D. Chumber. Director (P&P)

HRIDC, Gurugram

File No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1 (Computer No. 3458203)



हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लिमिडेट (हरियाणा सरकार और रेल मंत्रालय का सयुक्त उपक्रम) Haryana Rail Infrastructure Development Corporation Ltd. (A Joint Venture of Gove of Haryana & Ministry of Railways)

11.10.2021

EDCE(G), Railway Board, Rail Bhawan, New Deihi.

<u>Sub</u>: Corrigendum to para 3 of Chapter VB of IRSOD pertaining to 25KV AC traction with High Rise OHE

Ref: (i). ACS No. 21 to IRSOD (BG) Revised, 2004 Dated: 27.09.2017 (ii). ACS No. 20 to IRSOD (BG) Revised, 2004 Dated: 17.07.2017

- 1. Haryana Rail Infrastructure Development Corporation (HRIDC) is a Joint Venture of Govt. of Haryana and Ministry of Railways and mandated to take up planning and implementation of various Railway infrastructure projects. HRIDC is implementing the Haryana Orbital Rail Corridor (HORC) project which has been sanctioned by the Cabinet Committee on Economic Affairs (CCEA) in September, 2020. HORC will connect Palwal to Sonipat via Sohna, Manesar and Kadkhoda through a double Railway line with High Rise OHE fit for double stack container train.
- The proposed HORC alignment is passing through the developed and heavily populated NCR region as a result of which a large number of existing Overhead Electrical crossings are being encountered.
- There are a total of 201 nos of LT/HT Electrical crossings upto 33kV and the work for modification of these crossings is in progress.
- 4. In addition, there are a total of 45 No. of EHT crossings (above 33 kV) out which there is no infringement in 12 EHT crossings. The planning/status of balance 33 EHT crossings are as follows:

Sr No	Description	Numbers	Remarks
i.	Horizontal infringement to IRSOD para 11 of ACS-20	14 EHT crossings	 planned for modifications to comply with the provisions contained in the ACS No. 20 to IRSOD. For these 14 crossings the new height of the lowest conductor of EHT crossing will be kept in accordance with Col4, Para-3 of ACS-21 to IRSOD.
ii.	Vertical infringement to IRSOD para 3 col (5) of ACS-21	infringing the clearances prescribed	Planned for modifications to comply with the provision of columns 5. During the alteration provision as contained in column (4) for New electrical crossings shall be complied with.
iu.	Vertical Infringement to IRSOD para 3 col (3) of ACS-21	complying with the clearances prescribed	No modification will be required if provision contained in the Note (iv) of para 3 of ACS-21 is applicable

File No. 2022/CEDO/IRSOD/HRIDC/O/Pt.1 (Computer No. 3458203) 1719551/2024/CEDO SECTION

5. Note (iv) Para (3) of Chapter VB - 25 kV A.C. Electric Traction with High Rise OHE issued vide ACS-21 to IRSOD, stipulates that

For any electrification work of existing line; doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable'.

This para is silent for new railway line construction. Non applicability of this Note for new line will entail major modifications in additional 11 EHT crossings (as mentioned in serial No.(iii) of the table given in para 3 above) to comply with the clearances specified in column (4) para-3 of ACS-21 to IRSOD.

- 6. Modifications to these II existing EHT crossings will have the following major repercussions: -
 - · A major expenditure to the tune of approx. Rs 80/90 Crores without any corresponding benefits
 - Modifications to 04 Nos. of 765 kV electrical crossings is a major activity and will consume a lot of time
 - Non availability of Power Block for modification of the existing EHT crossings feeding the densely populated NCR.
 - Restricted ROW for the modification work as KMPE is running parallel to HORC with a number of cloverleaf arrangements.
- 7. It would be pertinent to point out that for existing Electrical Crossings, for both the New Line and Doubling/GC projects, the quantum of work required for modification of the electrical crossings will be exactly the same. Hence, it is only prudent that same instructions should be applicable to both the New Line and Doubling/GC projects. However, Note(iv) to para 3 of Chapter VB of the IRSOD does not explicitly mention New Line projects., It is thus requested that the provision available in Note (iv) para-3 of ACS-21 to the IRSOD may also be made applicable to New line construction through correction slip as proposed below:-

Existing provision as per note (iv) to para 3 · Proposed provision as per note (iv) to para of Chapter VB of IRSOD 3 of Chapter VB of IRSOD

For any electrification work of existing line; doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable.

For any electrification work of existing line; New Line, doubling/gauge conversion along with electrification, existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e. for electrification works Col (3) is not applicable.

The proposed change will not only significantly reduce the expenditure but will also facilitate faster execution of the project

(Narinder D. Chumber)

Director (Project & Planning), HRIDC, Gurugram.

Copy to:

1. ED/RE, Railway Board, Rail Bhawan

REMINDER-1





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



No. 2022/CEDO/SR/39/BOXNLWM1/IR-DFCCIL-22.82t-80-60 kmph New Delhi, dated 27.03.2024

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

Sub: Introduction of new type of rolling stock Broad Gauge Bogie open wagon type 'BOXNLWM1' [Maximum Axle Load:22.82t] to RDSO's Drawing No. WD-08054-S-01 Alt.5 at maximum speed up to 80 kmph in empty and 60 kmph in loaded condition over Indian Railways, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref:(i) CCRS office letter no. Q.12011/21/2022-23-T.W., dated 19.12.2022

- (ii) RDSO's letter no. MW/SPD/BG/BOXNLWM1, dated 11.11.2022
- (iii)RDSO's Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNLWM1,dated 02.11.2022
- (iv) Board's letter of even no. Dated 29.05.2023

May kindly refer to Board's letter of even no. dated 29.05.2023(ref.iv) above wherein RDSO was asked to submit comprehensive comments regarding Member(O&BD) remarks, reply is still awated.

RDSO is requested to examine the issues involved with in consultation of all concerned directorates and submit comprehensive comments at the earliest.

DA: as above

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

~24.03.24

Copy forwarded for information to:

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

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No. 2022/CEDO/SR/39/BOXNLWM1/IR-DFCCIL-22.82t-80-60 kmph New Delhi, dated 29/05/2023

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

Sub: Introduction of new type of rolling stock Broad Gauge Bogie open wagon type 'BOXNLWM1' [Maximum Axle Load:22.82t] to RDSO's Drawing No. WD-08054-S-01 Alt.5 at maximum speed up to 80 kmph in empty and 60 kmph in loaded condition over Indian Railways, by Zonal Railways and over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref:(i) CCRS office letter no. Q.12011/21/2022-23-T.W., dated 19.12.2022

- (ii) RDSO's letter no. MW/SPD/BG/BOXNLWM1, dated 11.11.2022
- (iii)RDSO's Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNLWM1,dated 02.11.2022

While processing above case for Board's sanction, Member(O&BD) has passed the following remarks as under:

"Note # 56

Ref above notings (#31 & #48), may be re-examined in consultation with RDSO to permit speeds above 75kmph (empty) with single pipe operation".

RDSO is requested to examine the issues involved with in consultation of all concerned directorates and submit comprehensive comments at the earliest.

DA: as above (copy of noting).

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. Executive Director (Standards) Track-I, RDSO, Lucknow
- 2. EDME(Freight), Railway Board

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REMINDER-1





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



No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 27.03.2024

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

Sub: Minimum clarance between toe and open switch of stock rail.

Ref: (i) PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023

(ii) Board's letter of even no. Dated 03.10.2023

May kindly refer to Board's letter of even no. dated 03.10.2023(ref.ii) above wherein RDSO was asked to submit comments regarding PCSO/CR letter no. SFT/1/Points & crossing dated 21.09.2023, received under cover note of ED/Safety(Civil), Railway Board no. 2023/Safety(A&R)/19/8 dated 26.09.2023, "wherein the issue of mismatch in the codal provisions (IRSEM & IRSOD 2022) regarding parameters for the opening tolerance for minimum clarance between toe and open switch of stock rail was raised by Zonal Railways." Reply is still awated.

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

(गारव) 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. PCSO, Central Railway, CSMT, Mumbai
- 2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 3. ED/Safety(Civil), Railway Board, New Delhi

Issued through of mail

Applying

27/3/2/4/14





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

New Delhi, Dated 27.03.2024

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
- (iv) Board's letter of even no. dated 12.12.2023

May kindly refer to Board's letter of even no. dated 12.12.2023(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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/SR/29/BOXNM1-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

weq.09.24

Copy forwarded for information to:

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

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

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ADMINISTA

27/3/24

C(VIL)

File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316) भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways (रेलवे बोर्ड Railway Board)



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:

- i. 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
- ii. 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.

Issued Fixugh grant

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/SR/29/BOXNM1-22.82t-DFCC1L

New Delhi, Dated 22.12.2023

Copy forwarded for information to:

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

e-mail_saddress :dceg@rb.railnet.gov.in

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File No. 2023/CEDO/SR/29/BOXNM1-22.82t-DFCCIL (Computer No. 3451316) 1653473/2023/CEDO_SECTION



सारत सरकार

中計 / Pn.: 0522-2233087, 2233108 (P&T) N.E.Rly. 31-146, N.Rly. 23-290 투자 / Fax-0522-2233095, 223308루 E-mail : chiefc om@rediffmall.com

नागर विमानन मंत्रालय (रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, म.रे.प्र. कार्यालय परिसर 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 (रंलवे बोर्ड) रेल भवन नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषयः 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

संदर्भः (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 Siddigui

Digitally signed by Ahmad Nadeem Siddiqui Date: 2023.12.21

14:31:42 +05'30' (अहमद नदीम सिददीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नकः यथोक्त

प्रतिलिपिः महानिदेशक अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

Annexure-2/Page 1 of 1

[of CCRS Office's Letter No. Q 12011 र 17 र 2023-24-त वि., Dated 21.12.2023 regarding BOXNM1

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

- 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.
- 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.
- 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.

 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
- 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.

time bound manner.

- 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.

Ahmad Nadeem Siddiqui Digitally signed by Ahmad Nadeem Siddiqui Date: 2023.12.21 14:32:02 +05'30'







No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 27.03.2024

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

Sub: Increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways

Ref: (i) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022

- (ii) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022
- (iii) Board's letter of even no. dated 11.11.2022

May kindly refer to Board's letter of even no. dated 11.11.2022(ref.iii) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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. Executive Director (Wagon), RDSO, Lucknow
- 2. Executive Director (Standards) Track-I, RDSO, Lucknow
- 3. EDME(Fr) Railway Board

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213724 ADE (CIVIL)







No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70 to 75-E)

New Delhi, dated 11.11.2022

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

Sub: Increase of speed of Broad Gauge Bogic covered wagon type 'BCNHL' [Maximum Axic Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways

Ref: (i) RDSO's letter no. MW/SPD/BG/BCNHL, dated 27.04.2022

(ii) CCRS office letter no. Q.13011/42/2009-T.W., dated 09.11.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway, by Zonal Railways, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

Coddition No. 4 of Annexure :-

4. Testing Directorate has revised the Oscillation Trial Report after 11 years stating that there was an error in the calculations of % of static deflection of secondary spring. RDSO may be advised to submit both the calculations indicating error to the Commission before introduction of the subject rolling stock. It is also possible that method of calculation itself has been changed since the trial was conducted. If so, the date from which the new methodology has been implemented along with the technical justification of the new method may also be furnished RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

(११९व) निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598] e-mail address :dceg@rb.railnet.gov.in

11. 2022

Copy forwarded for information to:

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

File No. 2022/CEDO-/SR/33/BCNHL/22.9/IR/(70to75-E) (Computer No. 3411500)



भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा जागीय)

GOVERNMENT OF INDIA

情報/Ph.: 0822-22222067, 2233108 (P&T) N.E.Hly. 3-1-140, N.Hly. 23-260 情報/Fax: 0822-2223066, 223308 F-malt: chiatrom@podifmattega

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेसवे, भं.रे.प्र. कार्यालय परिसर 18. अशोक मार्ग, लखनऊ-228001 N.E. Railway, DRM OFFICE CAMPUS 16, Ashok Marg, Lucknow-226 001

संख्या-Q.13011 / 42 / 2009-त.वि

ित्तक - 09 11 2022

सेवा भें,
सथिव (सिविल इंजी.)
ऐस मंत्रालय (रेलवे बोर्ड)
ऐस भवन
नुई दिल्ली

[PIPING:EDCE(G)]

Sub: Increase of speed of Broad Gauge Bogle covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway BG routes.

Ref.: (i) DG/RDSO's letter No. MW/SPD/BG/BCNHL, dated 27.04.2022

(ii) RDSO's First Revised Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022

(iii) This office's letter of even no. dated 14.06.2022

(iv) RDSO's letter no. MW/SPD/BG/BCNHL, dated 22,09,2022

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for increase of speed of Broad Gauge Bogie covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 from 70 kmph to 75 kmph in Empty condition over Indian Railway BG routes on the basis of RDSO's First Revised Final Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was requested to furnish certain clarifications on the subject case. RDSO vide reference (iv) [copy enclosed] submitted its reply.

Case has been examined by this office in light of abovementioned documents/clarifications and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of Broad Gauge Bogie Covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 at 75 [SEVENTY FIVE] kmph in both empty and loaded conditions over Indian Railway BG routes with conditions mentioned in Annexure.

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

Ahmad Nadeem Siddigui

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

संलग्नकः यथोक्त

प्रतिलिपः महानिदेशक (माल डिब्बा) माल डिब्बा निदेशालय (एनेक्सी-1), अनुसंघान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011

Annexum/Page ! of ! for cons-office's Letter No. Q (2011/40/2000-11 Ft., Dated 09.11.2022 regarding BCNHL)

Conditions to be ensured by the Railway for operation of Broad Gauge Bogle Covered wagon type 'BCNHL' [Maximum Axle Load: 22.9t] to RDSO's Drawing no. WD-06076-S-02 Alt.07 at 75 [SEVENTY FIVE] kmph in both empty and loaded conditions over Indian Railway BG routes

- 1. Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022. Remarks of the Railway against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
- 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,
- RDSO should carry out detailed study of poor brake power in BMBS fitted wagons and immediately take corrective measures in all existing & new wagons under intimation to this office
- 4. Testing Directorate has revised the Oscillation Trial Report after 11 years stating that there was an error in the calculations of % of static deflection of secondary spring. RDSO may be advised to submit both the calculations indicating error to the Commission before introduction of the subject rolling stock. It is also possible that method of calculation itself has been changed since the trial was conducted. If so, the date from which the new methodology has been implemented along with the technical justification of the new method may also be furnished.
- In terms of Railway Board's letter no. 2020/CE-II/TS/22.9 dated 20.08.2020, General Manager of Zonal Railway shall identify the route for operation of CC+8+2t axle load wagon at 75 kmph. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of 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.
- Railway 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. Separate maintenance regime to be legislated for higher axle load route on IR.
- 12. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
- 13. Right powering of loaded trains running with CC+8+2 axle load wagons shall be ensured.
- 14. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.
- 15. Railway should adopt following measures to improve the reliability of wagons during operation:
 - a. Elastomeric (EM) pads must be made MUST CHANGE items during Routine Overhaul (ROH).
 - b. Brake Blocks must be made MUST CHANGE items during ROH.
 - c. During intensive examination, minimum thickness of brake block should be maintained 25 mm instead of presently prescribed 20 mm to reduce the detachment cases of wagons on account of worn-out brake-head cases.

Nadeem







No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

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

> Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having Sub maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref

- (i) CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023
- RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, (iii) 22.03.2022
- Board's letter of even no. dated 14.03.2024 (iv)

May kindly refer to Board's letter of even no. dated 14.03.2024(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

RDSO is requested to examine the issues involved and submit comments at the earliest. DA: as above.

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

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

Copy forwarded for information to:

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083) 1728581/2024/CEDO SECTION

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





No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 14.03,2024

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

Sub : Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i)

- CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024
- RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023
- RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, dated (iii) 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

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

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL Copy forwarded for information to:

New Delhi, Dated 14.03,2024

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बो

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Annexure/Page 1 of 1

[of CCRS Office's Letter No. Q.12011 / 20 / 2023-24-त.वि., Dated 12.03.2024 regarding BOXNHAM

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNHAM' 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 empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022. 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.
- 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. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2° curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 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.
- 5. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- 6. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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.
- No overdue in track/rolling stock maintenance shall be permitted.
- Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIQUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.03.12 16:06:43 +05'30'

File No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL (Computer No. 3459083) 1728581/2024 ECTION

भारत सरकार

नागर विमानन मंत्रालय

N.E.Rh. 31-140, N.Rly. 23-290 फैरस / Fax-062:2-2233098, 2233067 E-mail: chiefcom@rediffmail.com

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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.12011/20/2023-24-त.वि

दिनांक-12.03.2024

सेवा में.

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

नई दिल<u>्ली</u>

[ध्यानार्थ:EDCE(G)]

বিষয়: Introduction of new type of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' 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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHAM, dt. 20.12.2023
- (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022
- (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
- (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02.2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 'BOXNHAM' 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation]

subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD **NADEEM** SIDDIQUI Digitally signed by AHMAD NADEEM

SIDDIOUI Date: 2024.03.12

16:06:28 +05'30'

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

संलग्नकः यथोक्त

प्रतिलिपिः <u>महानिदेशक</u>

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





No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

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

Sub: Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024

- (ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022
- (iv) Board's letter of even no. dated 14.03.2024

May kindly refer to Board's letter of even no. dated 14.03.2024(ref.iv) above wherein RDSO was asked to submit comments regarding CCRS observations for certain measures to be taken before introduction of the above rolling stocks, reply is still awated.

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

DA: as above.

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

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 27.03.2024

Copy forwarded for information to:

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Issued through 9 ward

Charms
273124 CCIVIL

File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077) 1728547/2024/CEDO SECTION

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





No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 14.03.2024

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

Sub : Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref : (i)

- CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023
- RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

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

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 14.03.2024

Copy forwarded for information to:

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

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

1 =

[of CCRS Office's Letter No. Q 12011 / 19 / 2023-24-त.वि., Dated 12.03.2024 regarding BOXNHA

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNHA' 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 empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022. 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.
- 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.
- As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2° curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 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.
- Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 7. 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.
- No overdue in track/rolling stock maintenance shall be permitted.
- Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIQUI

Digitally signed by AHMAD NADEEM SIDDIOUI Date: 2024.03.12 16:04:20 +05'30'

File No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL (Computer No. 3459077) 1728547/2024/CEDO SECTION

भारतं सरकार

नागर विमानन मंत्रालय

फीन/Ph.: 0522-2233087, 2233108 (P&T) N.E.Rly. 31-140, N.Rly. 23-290 फैक्स / Fax-0522-2233095, 2233087 E-mail: chiefcom@rediffmail.com

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

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

संख्या-Q.12011 / 19 / 2023-24-त.वि

दिनांक-12.03.2024

सेवा में

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

नई दिल्ली

ध्यानार्थःEDCE(G)1

विषयः Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' 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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

संदर्भः (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHA, dt. 12/18.12.2023

- (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022
- (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
- (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02,2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 'BOXNHA' 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation]

subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD

Digitally signed by AHMAD NADEEM

NADEEM

SIDDIQUI

SIDDIQUI,

Date: 2024.03.12 16:03:52 +05'30'

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

संलग्नकः यथोक्त प्रतिलिपिः महानिदेशक अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ-226011





No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

New Delhi, Dated 14.03,2024

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

> Sub : Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref :

- (i) CCRS letter no. Q.12011/19/2023-24-T.W., dated 12.03.2024
- (ii) RDSO letter no. MW/SPD/BG/BOXNHA, dated 12.12.2023
- RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/BOXNHA, dated 22.03.2022 (iii)

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' having maximum axle load of 22.82t, to RDSO Drawing No. WD-98015-S-00 Alt.-6 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

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

No. 2024/CEDO/SR/08/BOXNHA-22.82t-DFCCIL

Copy forwarded for information to:

1. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

New Delhi, Dated 14.03.2024

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे ब

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNHA' 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 empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022. 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. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2º curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 4. 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.
- 5. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- 6. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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.
- 8. No overdue in track/rolling stock maintenance shall be permitted.
- 9. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIOUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.03.12 16:04:20 +05'30' 7285



भारत सरकार नागर विमानन मंत्रालय

(रेल सरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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 / 19 / 2023-24-त.वि

दिनांक-12.03.2024

फोन/Ph.: 0522-2233087, 2233108 (P&T)

N.E.Rly. 31-140, N.Rly. 23-290

फैक्स / Fax-0522-2233095, 2233087 E-mail: chiefcom@rediffmail.com

सेवा में.

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

[ध्यानार्थःEDCE(G)]

विषयः Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHA' 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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- संदर्भः (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHA, dt. 12/18.12.2023
 - (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/BOXNHA, dt. 22.03.2022
 - (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
 - (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02,2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 'BOXNHA' 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation]

subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD

Digitally signed by AHMAD NADEEM

NADEEM

SIDDIQUI Date: 2024.03.12 16:03:52 +05'30'

SIDDIQUI

संलग्नकः यथोक्त प्रतिलिपि: महानिदेशक अनुसंधान, अभिकल्प एवं मानक संगठन मानक नगर, लखनऊ–226011

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





No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

New Delhi, Dated 14.03.2024

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

Sub Introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-0! Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern & Western Dedicated Freight Corridors of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.12011/20/2023-24-T.W., dated 12.03.2024

(ii) RDSO letter no. MW/SPD/BG/BOXNHAM, dated 20.12.2023

(iii) RDSO Final Speed Certificate (FSC) no. MW/SPD/BG/DFC/BOXNHAM, dated 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' having maximum axle load of 22.82t, to RDSO Drawing No. WD-10079-S-01 Alt.-3 up to maximum speed of 100 kmph in empty and 75 kmph in loaded conditions for regular operation (up to 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over routes of Eastern &Western Dedicated Freight Corridors of DFCs by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

"3. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 20 curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock".

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

DA: as above.

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

No. 2024/CEDO/SR/09/BOXNHAM-22.82t-DFCCIL

Copy forwarded for information to:

1. Executive Director (Standards) Motive Power, RDSO, Lucknow

2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

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

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New Delhi, Dated 14.03.2024

√ _{\५}.७५ (गौरव) Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Wagon type 'BOXNHAM' 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 empty and 75 kmph in loaded conditions for regular operation (upto 90 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022. 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.
- 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. As per the Oscillation Trial Report no. MT-169 of April 1999, BOXNHA wagon has exhibited satisfactory riding and stability characteristics up to a maximum speed of 100 kmph only on the 2º curves. This has not been mentioned in the FSC dt.22.03.2022. In view of this, FSC dt.22.03.2022 may be suitably amended before introduction of subject rolling stock.
- 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.
- 5. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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.
- 8. No overdue in track/rolling stock maintenance shall be permitted.
- Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 10. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

AHMAD NADEEM SIDDIOUI Digitally signed by AHMAD NADEEM SIDDIQUI Date: 2024.03.12 16:06:43 +05'30'

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयौग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

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

फोन /Ph.: 0522-2233087, 2233108 (P&T)

N.E.Riy. 31-140, N.Riy. 23-290

फैक्स / Fax-0522-2233095, 2233087 E-mail: chiefcom@rediffmail.com

संख्या-0.12011 / 20 / 2023-24-त.वि

दिनांक-12.03.2024

सेवा में.

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

[घ्यानार्थ:EDCE(G)]

Introduction of new type of rolling stock Broad Gauge Bogie Open Wagon type 'BOXNHAM' 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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation)

संदर्भः

- (i) DG/RDSO's letter no. MW/SPD/BG/BOXNHAM, dt. 20,12,2023
- (ii) RDSO's Final Speed Certificate no. MW/SPD/BG/DFC BOXNHAM, dt. 22.03.2022
- (iii) This office's letters of even no. Q.12011/19/2023-24-T.W. dt. 03.01.2024 & 10.01.2024
- (iv) RDSO's letters no. MW/SPD/BG/BOXNHA-BOXNHAM dt. 05.01.2024 & 28.02.2024

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 empty and 75 kmph in loaded conditions for regular operation (upto 100 kmph in loaded condition for an interim period of 02 years since beginning of the operation) over Eastern and Western Dedicated Freight corridors of DFCCIL on the basis of RDSO's Final Speed Certificate mentioned under Ref. (ii).

Vide Ref.(iii), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide Ref.(iv) has furnished clarifications on the observations.

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 'BOXNHAM' 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 empty condition,
- 75 [SEVENTY FIVE] kmph in loaded condition for regular operation [90 (NINTY) kmph in loaded condition for an interim period of 02 years since beginning of the operation]

subject to compliance of the conditions mentioned in Annexure.

This issues with the approval of CCRS.

AHMAD

Digitally signed by AHMAD NADEEM

NADEEM

SIDDIQUI

SIDDIQUI

Date: 2024.03.12 16:06:28 +05'30'

(अहमद नदीम सिददीकी)

उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नकः यथोक्त

प्रतिलिपिः महानिदेशक

अनुसंधान, अभिकल्प एवं मानक संगठन,

मानक नगर, लखनऊ-226011





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

New Delhi, dated 13.03.2024

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

The General Manager, All Indian Railways

Sub: Introduction of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHSFS) 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) CCRS office letter no. Q.12011/14/2023-24-TW, dated 23.11.2023
 - (ii) RDSO's letter no. letter no. SV.SHABS/Sanction/NMGHS-FS, dated 19.10.2023
 - (iii) RDSO's Final Speed Certificate (FSC) no. SV.SHABS, dated 13.10.2023

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 of Automobile carrier Coach with side entry and Friction Snubber (Transportation code NMGHSFS) 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, with the following stipulations:

- i. Observance of all conditions laid down in RDSO's Final Speed Certificate SV.SHABS dated 13.10.2023 for operation up to a maximum speed of 110 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 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 Commission before actual operation of rolling stock, as per extant procedure
- 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.
- 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. POH and IOH of the rolling stock shall be done as per maintenance pattern of NMG type coaches.
- vi. Railway should do proper corrosion study of headstock and underframe before undertaking ICF coach for conversion..
- vii. 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 up to that schedule.
- viii. Zonal Railways shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.
- ix. Transportation Code "NMGHSFS" must be stencilled on the end wall at the specified place.

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/25/NMGHS-FS

New Delhi, dated 13.03.2024

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.12011/14/2023-24-TW, dated 23.11.2023
- 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(Coaching), Railway Board

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

Sub: Contract No. 2018//Track-III/MC/13(i)dated 28.08.20219 for supply of 30 Nos. Rail Borne Maintenance Vehicle (RBMV) as against Railway Board Tender No. TM-1817 dated 22.02.2019 and Technical Specification No. TM/HM/RBMV-422 of 2018

Ref: (i) SAN's GM/Marketing letter No. SAN/RB/RBMV/200224, dated 20.02.2024

(ii) RB's allotment no. 2018/Track-III/MC/13/Vol.II dated 03.06.2022

Please find enclosed herewith SAN's GM/Marketing letter no. SAN/RB/RBMV/200224, dated 20.02.2024 under ref.(i) above.

This is for information please.

DA: as above

TA/EDCE(G)

ADE/Civil 07/3/24

DCE(G)

07/03/27

EDCE(G)

FDTk(M&Me)







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

New Delhi, Dated 01.03.2024

General Managers, All Zonal Railways

Chief Commissioner of Railway Safety, N.E Railway DRM Office Campus, 16, Ashok Marg, Lucknow-226001

Sub: <u>Corrigendum</u> to : Addendum and Corrigendum Slip (ACS) No.1 to Policy Circular No. 6

Ref: Railway Board Letter No. 2022/CEDO/SR/PC-6/0, dated 01.05.2023 & dated 29.02.2024

- 1. In continuation to Board's letter of even no. dated 29.02.2024, item no.2 of covering letter may be read as under:
 - "2. The existing Policy Circular No. 6 was issued vide letter No. 2022/CEDO/SR/PC-6/0, dated 01.05.2023".
- 2. Further, all other items except 2 mentioned in Board's letter of even no. dated 29.02.2024, remains unchanged.

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

[Phone: 030-44803: Rly: 011-23383379:MTNL]

e-mail address : edceg2022@gmail.com

Copy to:

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

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

New Delhi, Dated 29.02.2024

General Managers, All Zonal Railways

Chief Commissioner of Railway Safety, N.E Railway DRM Office Campus, 16, Ashok Marg, Lucknow-226001

Sub: Addendum and Corrigendum Slip (ACS) No.1 to Policy Circular No. 6 Ref: Railway Board Letter No. 2022/CEDO/SR/PC-6/0, dated 01.05.2023

- The Policy Circular No. 6, dated 01.05.2023 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.
- 3. Board have approved that the Para 6.1.3 of Policy Circular No. 6 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 01.

Enclosure: ACS No. 01 (Total 01 page)

कारी कु भार का 29. 2.24

कार्यपालक निदेशक/सिविल इंजी.(जी)/रेलवे बोर्ड [Phone: 030-44803: Rly: 011-23383379:MTNL]

e-mail address: edceg2022@gmail.com

Copy to:

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

Existing Para

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 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 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.

Modified Para

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 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 for passenger carrying coaches (including power car having passenger carrying facility or if parcel, is handled at that power car at that station in that train), and en-route coach watering facility for passenger carrying coaches (including power car having passenger carrying facility). 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.







No. 2021/CEDO/SD/IRSOD/2021/Pt-II

New Delhi, dated 29.02.2024

The General Manager South East Central Railway Bilaspur

Sub: Proposal for revision to in item no. 11(iv) Minimum Horizontal Distance of Structures in Schedule-I, Chapter-I of Indian Railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2022

Ref: CAO/Con/SECR letter no. EL/CON/BSP/IRSOD/Correspondence/OH crossing/138 dated 31.01.2024

While processing above proposal for revision to in item no. 11(iv) Minimum Horizontal Distance of Structures in Schedule-I, Chapter-I of Indian Railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2022, the following remarks may be complied suitably:

"Has the proposal been technically examined by PCEE of the Railway? If not, it is requested to advise the Railway to get the case examined by PCEE before forwarding it to Railway Board?"

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

निदेशक सिविल ईर्जीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598]

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

Copy forwarded for information to EDEEM, Railway Board

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No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL(1)

New Delhi, dated 29.02.2024

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

Sub: Future Improvement of Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02

- Ref: (i) Railway Board's letter no. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL, dated 29.02.2024
 - (ii) CCRS office letter no. Q.12011/18/2023-24-T.W., dated 01.02.2024
 - (iii) RDSO's letter no. MW/BOSM, dated 11.12.2023
 - (iv) RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023

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 Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02, up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL 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:

- i. Detailed Oscillation Trials at 22.9t axle load with trial speed upto 110kmph in empty condition shall be carried out by RDSO within 3 months.
- ii. BOSM wagon has been provided with new design of doors with higher strength container type locking arrangement. However, the Locking arrangement may be reviewed by exploring positive locking arrangement by use of gravity.
- iii. As the wagon is structurally fit for operation with 25t axle load, RDSO may conduct Detailed Oscillation Trials at 25t to utilize the full capacity potential of the wagon.
- iv. RDSO may explore the feasibility of using fabricated bogie instead of 3 piece cast bogie for achieving higher speed.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL(1)

New Delhi, dated 29.02.2024

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.12011/18/2023-24-T.W., dated 01.02.2024
- 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

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No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, dated 29.02.2024

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 Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02, up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

- Ref: (i) CCRS letter no. Q.12011/18/2023-24-T.W., dated 01.02.2024
 - (ii) RDSO letter no. MW/BOSM, dated 11.12.2023
 - (iii) RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023

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 Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02, up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL with the following stipulations:

<u>A:</u>

- i. Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023 for operation up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCI, 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.
- 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. Zonal Railways/DFCCIL in turn shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.

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- iv. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
- v. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
- vi. 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.
- 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. For Indian Railways, the WILD shall mandatorily be provided before introduction of wagon at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
 - x. For DFCCIL, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.
- xi. No overdue in track/rolling stock maintenance shall be permitted.
- xii. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- xiii. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

<u>B:</u>

RDSO letter no.MW/BOSM dated 16.02.2024 for "Loading diagrams with lashing/locking arrangement for steel coils, plates and Billets of BOSM wagons" is enclosed herewith for further necessary action.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, dated 29.02.2024

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.12011/18/2023-24-T.W., dated 01.02.2024
- 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

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No. 2024/CEDO/SD/RS/01/SBCM FRM-85F-IR-DFCs

New Delhi, dated 26.02.2024

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

Sub: Condonation of infringements w.r.t. IRSOD 1676mm Gauge (BG), Revised,2022 and Standard Schedule of Dimensions 1676mm Gauge (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by Maximum length of body (37630mm) & Maximum length over centre buffers (38470mm) of Shoulder Ballast Cleaning Machine, Model –"SBCM FRM-85F"(Transportation Code 'SBCM') as per GA Drawing No. RE00.063.01 Version-8, supplied by M/s Plasser, India

Ref: (i) CCRS office letter no. Q.14011/10/2023-24-TW, dated 31.01.2024

(ii) RDSO letter no. CT/TMM/GENERAL, dated 17.01.2024

With reference to RDSO above applications dated 17.01.2024 {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 1676mm Gauge (BG), Revised,2022 and Standard Schedule of Dimensions 1676mm Gauge (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013 by Maximum length of body (37630mm) & Maximum length over centre buffers (38470mm) of Shoulder Ballast Cleaning Machine, Model —"SBCM FRM-85F"(Transportation Code 'SBCM') as per GA Drawing No. RE00.063.01 Version-8, supplied by M/s Plasser, India, as shown in detail enclosed with above mentioned application, detail of infringements are as under:

A. Chapter-IV(D) of IRSOD

- i. Clause 18(b)- Maximum length of body or roof for bogie vehicles by 16290mm (i.e. 37630mm instead of 21340mm)
- ii. Clause 19(b)- Maximum length over centre buffers couplers or side buffers for bogie vehicles by 16170mm (i.e. 38470mm instead of 22300mm)

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B. Chapter-4 & 11 of SSOD for DFCs of IR

- i, Clause 4.4.5((ii) & 11.4.5(ii)- Maximum length of body or roof for Ogie vehicles by 13630mm (i.e. 37630mm instead of 24000mm)
- ii. Clause 4.4.6(ii) & 11.4.6(ii)- Maximum length over centre buffers couplers or side buffers for bogie vehicles by 13510mm (i.e. 38470mm instead of 24960mm)

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

No. 2024/CEDO/SD/RS/01/SBCM FRM-85F-IR-DFCs

New Delhi, dated 26.02.2024

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.14011/10/2023-24-TW, dated 31.01.2024
- 2. Commissioner of Railway Safety, All Circles
- 3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 4. PEDTk (M & Mc), Railway Board, New Delhi

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

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No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 26.02.2024

The General Menager Central Railway, CSMT, Mumbai.

Sub: Process reforms for expeditious execution of works of Station Improvement, Foot Over Bridge and Provision of Overhead decks, Provision of Escalators, Lift etc

Ref: PCE/CR letter no. W.828/Y/PL/DRG/Policy Vol-III dated 28.08.2023

The proposal of railway sent under letter in reference has been examined and decided not to amend note 3 of para 7(a) of Chapter-II in terms of delegation of Powers for approval of condonation from Commissioner of Railway Safety to General Manager. Railway may take necessary action accordingly.

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. ED (Track-1), RDSO, Manak Nagar, Lucknow

2. ED/SD&T, Railway Board

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No. 2024/CEDO/SR/02/BRNARORO-20.32t-DFCCIL

New Delhi, dated 26.02.2024

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 Flat wagon 'BRNARORO' [Max. Axle Load: 20.32t] to RDSO's Drg. No. WD-21055-S-01 Alt.1, up to a maximum speed of 100 kmph in empty and 80 kmph in loaded condition over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.12011/28/2022-23-T.W., dated 24.01.2024

- (ii) RDSO Interim Speed Certificate (ISC) no. MW/BRNA (BRNARORO), dated 07.02.2023 and its Amendment no. 1, dated 03.04.2023
- (iii) RDSO letter no. MW/BRNA(BRNARORO), dated 08.02.2023

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 Flat wagon 'BRNARORO' [Max. Axle Load: 20.32t] to RDSO's Drg. No. WD-21055-S-01 Alt.1, up to a maximum speed of 100 kmph in empty and 80 kmph in loaded condition over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, with the following stipulations:

- i. Observance of all conditions laid down in RDSO's interim Speed Certificate no. MW/BRNA (BRNARORO), dt. 07.02.2023 and its Amendment no. 1 dt. 03.04.2023 for operation up to a maximum speed of 100 kmph in empty and 80 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 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 the Drg No. WD-21087-S-02 shall be ensured by DFCCIL/private party
- iv. 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.

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- 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.
- vii. Certificate issued by the authorized "Static Weigh Bridge" indicating the gross weight of the road vehicle must be deposited with 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 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 road vehicle persons accompanying the vehicle, their ID proofs shall be deposited with the DFCCIL before the commencement of journey.
- xiii. Since the travel time is likely to the more than 4 hours, suitable facilities including toilet and food arrangement should be provided.
- xiv. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

xv. No overdue in track/rolling stock maintenance shall be permitted.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2024/CEDO/SR/02/BRNARORO-20.32t-DFCCIL

New Delhi, dated 26.02.2024

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.12011/28/202-23-T.W., dated 24.01.2024
- 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(Freight), Railway Board

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निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

Issued through 9 mail
Blooming
28/2/24 ADE(ENI:)





No. 2024/CEDO/SR/01/BRNAHSRORO-20.32t-DFCCIL

New Delhi, dated 26.02.2024

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 Flat wagon 'BRNAHSRORO' [Max. Axle Load: 20.32t] to RDSO's Drg. No. WD-21055-S-01 Alt.1, up to a maximum speed of 100 kmph in empty and 80 kmph in loaded condition over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

- Ref: (i) CCRS letter no. Q.12011/29/2023-24-T.W., dated 24.01.2024
 - (ii) RDSO Interim Speed Certificate (ISC) no. MW/BRNAHS (BRNAHSRORO), dated 07.02.2023 and its Amendment no. 1, dated 03.04.2023
 - (iii) RDSO letter no. MW/BRNAHS (BRNAHSRORO), dated 08.02.2023

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 Flat wagon 'BRNAHSRORO' [Max. Axle Load: 20.32t] to RDSO's Drg. No. WD-21055-S-01 Alt.1, up to a maximum speed of 100 kmph in empty and 80 kmph in loaded condition over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL, with the following stipulations:

- i. Observance of all conditions laid down in RDSO's interim Speed Certificate no. MW/BRNAHS (BRNAHSRORO), dt. 07.02.2023 and its Amendment no. 1 dt. 03.04.2023 for operation up to a maximum speed of 100 kmph in empty and 80 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 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 the Drg No. WD-21087-S-02 shall be ensured by DFCCIL/private party
- iv. 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.

26.02.24

- 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.
- vii. Certificate issued by the authorized "Static Weigh Bridge" indicating the gross weight of the road vehicle must be deposited with 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 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 road vehicle persons accompanying the vehicle, their ID proofs shall be deposited with the DFCCIL before the commencement of journey.
- xiii. Since the travel time is likely to the more than 4 hours, suitable facilities including toilet and food arrangement should be provided.
- xiv. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

xv. No overdue in track/rolling stock maintenance shall be permitted.

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

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

No. 2024/CEDO/SR/01/BRNAHSRORO-20.32t-DFCCIL

New Delhi, dated 26.02.2024

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.12011/29/2023-24-T.W., dated 24.01.2024
- 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(Freight), Railway Board

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

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

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

Issued through 9 mail







No. 2018/CEDO/ORI/01

New Delhi, dated 09.02.2024

The General Manager, South Western Railway, Hubballi- 580020

Sub: Relaxation to existing conditions for running of Passenger/Goods trains in the Ghat Section between Castle Rock- Kulem stations of Hubballi Division, SWR

Ref: (i) SWRs letter no SWR/W.439/CLR-QLM/(Passenger train) dated 08.11.2021

- (ii) CRS/Southern Circle's Letter No. Q. 15013/01/2019-2020 SWR/62-63 dated 12.04.2023.
- (iii) CCRS letter no. Q.11017/02/2023-24 T.W. dated 01.05.2023
- (iv) Railway Board's letter no. 2018/CEDO/ORI/01 dated 30.08.2018
- The request of SWR, vide letter under reference (i) forwarded by CCRS, vide letter under reference (iii) to amend conditions imposed by Railway Board vide letter under reference (iv) for running of trains on Castle Rock- Kulem Ghat Section has been examined in Board Office.
- 2. Board has approved the modified conditions at SN 1 below for running of trains on Castle Rock- Kulem Ghat Sections as summarized below:

S N	Existing Condition	Relaxation sought by SWR	Condition imposed by CCRS while agreeing to relaxation sought by SWR
1	UP passenger carrying train is not permitted to start from Kulem when there is an UP goods train in the Kulem-Castle rock section(QLM-CLR is UP the ghat in UP direction)	UP passenger train can follow an UP goods train with separation of two block sections in Kulen. Castel rock section.	Agreed by CRS/SC, with certain conditions, SWR proposal approved by Board
2	Down goods train is permitted to follow DN passenger train only with separation of two block sections.	DN goods train to follow down passenger train with separation of one block section.	Not agreed by CRS/SC SWR proposal not approved by Board

09.02.24

- 3. Board has further stipulated the following for running of trains in above Ghat Section :
 - Coriditions imposed by CRS/SC vide his letter at Ref (ii) shall be adhered. Also conditions mentioned in JPC by PHODs shall be complied by railway.
- ii. Concurrence of Safety directorate shall be obtained while sanctioning the proposal
- iii. The relaxation shall cease to exist in following abnormal conditions.
 - During failure of signaling and interlocking system.
 - b. In rainy season due to low adhesion situation and land slide issues.
- iv. Functionality of <u>Slip siding</u> and <u>Dead ends</u> shall be jointly certified by Sr.DEN and Sr.DSO to be in sound condition to safeguard safety of train in eventuality of rolling down.
- v. There shall be availability of dedicated Section controller exclusive for the subject ghat section to ensure proper safeguards in section and minimum two block sections separation shall be ensured between UP goods and UP passenger train.
- vi. Controllability trial with loaded goods train shall be completed before introduction of this relaxation in compliance of RB letter dated 30.08.2018.
- vii. On completion of RE works, relaxation shall be taken for non provision of catch siding after conducting trials of AEB functions in electric locos duly approved by RDSO.
- viii. For DN side, existing system shall continue and will be re-considered after obtaining views of RDSO based on fresh conduct of Controllability/EBD trials

ix. Functionality of AEB and adequacy of Brake power shall be ensured by SSE/C&W

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2018/CEDO/ORI/01

New Delhi, dated 09.02.2024

Copy Copy forwarded for information to:

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

2. The Commissioner of Railway Safety, Southern Circle,7, Seshadari Road, Ghandi Nagar, Bangalore-560009

(गौरव)

W 09.02.24

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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







No. 2021/CEDO/SD/IRSOD2021

New Delhi, dated 08.02.2024

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.

SR's letter No. W.469/RE/E-17, dated 11.01.2024 Ref:

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/uploads/ directorate/ civil_engg/pdf/2022/IRSOD%20(BG)%202022.pdf). Now, subject condonation is within the power of CRS.

2. Railway is requested to take further necessary action accordingly.

(गौरव) निदेशक सिविल इंजी.(जी) रेलवे बोर्ड [Rly No. 030-47598, MTNL No. 011-23047598]

208.02.24

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

Copy forwarded for information to: Principal Chief Engineer, Southern Railway, Headquarters' office Works Branch, Chennai-3

Issued through 9 mail

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. 2021/CEDO/SD/IRSOD2021

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 11.01.2024(F/A)

- 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/uploads/directorate/civil engg/pdf/2022/IRSOD %20(BG)%202022.pdf). Now, subject condonation is within the power of CRS.
- 2. Railway may be requested to take further necessary action accordingly.
- 3. Accordingly draft letter to Railway is also enclosed for approval please

DCEG

EDCEG 8.2.2h

Ded &.

ADEIGNI.



SOUTHERNRAILWAY

Headquarters' office, Works Branch, Chennai -3. Dated: 11.01.2024

No.W.469/RE/E.17

Commissioner of Railway Safety, Southern Circle, 2nd Floor, Rail Sanraksha Bhawan, Behind Railway Divisional office, Bengaluru – 560023 Karnataka.

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: 1. Railway Board sanction vide letter No. 2017/CEDO/SD/49 dated 03.01.2018 for ROB No.E.17 vertical infringement.

2. CRS/SBC letter no.Q.11017/12/2017 SR/1487 dt.31.07.2023.

3. PCE/MAS's Ir. No. W.469/RE/E.17 dt.06.10.2023

In connection with the above subject, as directed by CRS/SBC vide letter under ref. (2), Railway Board was approached for extension of condonation sanction for the vertical infringement at ROB No.E-17.

However, Railway Board vide their e-mail dated 11.08.2023 (Copy Enclosed) returned the proposal stating as below:

"May kindly act as per instruction issued by Board vide RB Ir. No.70/WDO/ORI/I/Vol.V dated 28.10.2021 & 31.05.2018" (Copy enclosed)

Accordingly, PCE/MAS has requested for a meeting with GRS/SBC vide letter under ref. (3). CRS/SBC replied via Mail (copy enclosed) advised that, CE/P&D to attend the meeting.

In view of the above, application for extension of condonation time period for the vertical infringement at ROB No. E.17 located in Tiruchchirappalli Fort yard is re-submitted for kind consideration of CRS/SBC please.

Encl: As above.

(Santosh Shukia)
Chief Engineer /P&D



সাহন হাহদোহ Government Of India ইল সামালয় Ministry Of Railways (ইমটে মৌর্ড) (Railway Board)

평. 2017/CEDO/SD/49

New Delhi, Dated 03.01.2018

The General Manager, Southern Railway, Chennai.

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হৈতান: Condonation for vertical infringement to IRSOD-Schedule-I, Chapter-II, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode — Karur — Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway.

संदर्भ : Southern Riy's letter no. W.573/RE/14, dated 01.10.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for vertical infringement to IRSOD-Schedule-I, Chapter-II, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode — Karur — Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under:

- (i) Rolling stock having height more than 4.42 meter shall not be allowed under the ROB as contact wire height is below 4.8 meter and above 4.69 meter.
- (ii) Sanction is valid for only two years.
- (iii) Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.
- (iv) Special Engineering boards shall be placed at the location indicating infringement.
- (v) Restrictions for ODC movement as per clearance study approved by EIG shall be notified in Working Time Table.
- (vi) Measurement of vertical clearance every three months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.
- (vii) Proper illumination of the area shall be done.
- (viii) Area should be kept free of movable trolleys.
- (ix) Special paints provided on structure to indicate infringement. Clearances shall be painted on the structure for reference.
- (x) Slewing of track shall not be permitted to further worsen the infringement.
- (xi) After every track maintenance, original clearances shall be checked and certified.

(xii) Construction of new ROB to be ensured within 02 years.

ि (प्रेम सागर गुप्ती) कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Phone: 030-44803 (Rly.): 011-23383379 (MTNL): 09717647692 (CUG Mobile)]

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

---continue to page-2

ਲਾਂ. 2017/CEDO/SD/49

New Delhi, Dated 03.01.2018

Copy forwarded for information to:

- The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/05/2017-18-T.W., dated. 15.12.2017
- 2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangaluru- 560009, w.r.t. letter no. Q.11017/12/2017 SR/1801-1803,dated 15.11.17.

(प्रेम सागर मुर्दा) क्रेन सचिव, रेलवे बोर्ड



3323038/2023/O/oDYCE/PLG/ENGG/HQ/SR



आयुक्त रेल सरक्षा टक्षिण परिमंडल वितीय तल, रेल संरक्षा भवन गण्डल रेल कार्यालय के पीछे बंगलुक - 560 023

COMMISSIONER OF RALWAY SAFETY "SOUTHERN CIRCLE 2ND FLOOR, RAIL SÄNRAKSHA BHANYAN BEHINO RAILWAY DIVISIONAL OFFICE BENGALURU 550 023

दिमांक: 31.07.2023

Q.11017/12/2017 SR 685

Chief Engineer/P & D Southern Railway Chennai.

Sub: Electrification of Erode-Karur-Tiruchirappalli section- Extension of Condonation sanction to vertical infringement at existing ROB No.E-17 at Tiruchirappalli Fort yard

Ref: 1) Your office letter No.W.469/RE/E.17 dated 17.07.23

2) Railway Board Ir.No.2021/CEDO/SD/IRSOD 2021 dtd 13.07.2023

3) Railway Board letter No.2017/CEDO/SD/49 dated 03.01.2018.

4) Railway Board letters

a) No.2005/CEDO/SD/8 dated 21.04.2005.

b) No.2011/W-1/DL/SR/KC(Part) dated 19.05.2022

The application was submitted vide Ref.No.1 for seeking extension to condonation initially sanctioned by Railway Board. As per Board's letter cited under Ref.no.2, the powers of such condonation is with CRS as per IRSOD 2022.

- 2.0 Authority for condonation under IRSOD 2022 is for the cases of infringement which is not condoned so far by any authority. However, the infringement is initially condoned by Railway Board, further extension is also to be given by initial sanctioning authority only.
- 3.0 For a similar case cited at ref No.4, precedent exists wherein, extension to condonation of infringement was accorded by Railway Board, being the initial sanctioning authority even though, authority for condonation was with CRS vide then extant instructions.
- 4.0 In the present case, Railway Board has initially sanctioned the condonation vide Ref.No.3. Therefore, the proposal is hereby returned, duly advising to seek extension of condonation from the authority which has initially accorded the sanction.

5.0 This has the approval of Commissioner of Railway Safety.

প্রি — 31107/23 (नीतीश कुमार रंजन/Nitish Rumar Ranjan) उपायुक्त(त.)/Dy.CRS/Tech.

Southern Circle, Bengaluru

DA:As above.

3/23



SOUTHERNRAILWAY

Headquarters' office, Works Branch, Chennal -3. Dated: As Signed

No.W.469/RE/E.17

Commissioner of Railway Safety, Southern Circle, 2nd Floor, Rail Sanraksha Bhawan, Behind Railway Divisional office, Bengaluru – 560023 Karnataka.

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: 1. Railway Board sanction vide letter No. 2017/CEDO/SD/49 dated 03.01.2018 for ROB No.E.17 vertical infringement.

2. CRS/SBC letter no.Q.11017/12/2017 SR/1487 dt.09.11.2022.

3. Railway Board letter no. 2021/CEDO/SD/IRSOD2021 dt 13.07.2023

4. CRS/SBC letter no.Q.11017/12/2017 SR/685 dt.31.07.2023

With reference to this Railway's request for seeking extension of temporary condonation for the vertical infringement at ROB No. E-17, as directed by CRS/SBC vide letter under ref.(2), Railway Board was approached for sanctioning of extension of temporary condonation.

Railway Board vide letter under ref.(3) have directed to seek condonation from CRS as per provisions of revised IRSOD 2022. Further, the same was submitted to CRS on 17.07.2023. CRS/SBC vide letter under ref (4) has directed again to seek condonation from Railway Board.

Condonation application was submitted again to Railway Board on 10.08.2023, but Railway Board did not agree.

In this regard, the undersigned requests a meeting with CRS/SBC to resolve the issue. It is requested to advise a convenient date for the same.

U) WPO G 10 23
(Desh Ratan Gupta)
Principal Chief Engineer

Page 1 of 4



SOUTHERNRAILWAY

Headquarters'

office,

Works Branch, Chennai -3.

No.W.469/RE/E.17

Dt: As signed

Executive Director/G/Civil Engineering,
Railway Board,
Rail Bhavan,
New Delhi – 110001.
(Email ID: rb.dceg@gmail.com; dceg@rb.railnet.gov.in)

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: 1. Railway Board sanction vide Ir. No. 2017/CEDO/SD/49 dt. 03.01.2018 for ROB No.E-17 infringement.

- This office application addressed to CRS/Southern circle dt: 19.10.2022 & 17.07.2023
- 3. CRS/Southern circle Ir. No.Q.11017/12/2017 SR/1487 dt: 09.11.2022
 - 4. This office letter/application addressed to Railway Board dt. 22.12.2022, 08.05.2023 & 10.08.2023
 - 5. Railway Board Ir. No. 2021/CEDO/SD/IRSOD2021 dt.13.07.2023
 - CRS/Southern circle Ir. No. Q.11017/12/2017 SR/685 dt.31.07.2023
 - 7. PCE/MAS Lr.No. W.469/RE/E.17 dt. 06.10.2023 addressed to CRS/Southern circle

1.0 Railway Board had sanctioned Temporary condonation to vertical infringement at ROB No. E.17 at Km 137/0 located in Tiruchchirappalli Fort Yard of Tiruchchirappalli Division, vide letter under reference (1) above, for a period of two years.

2.0 The validity of the sanction for temporary condonation had expired on 02.01.2020. The request seeking extension of sanction could not be submitted in time as state government had delayed in finalizing the executing agency itself for more than 2 years.

Page 2 of 4

- · Thus, the present proposal seeking extension on temporary condonation sanction is made and submitted to CRS/Southern circle vide letter dated 19.10.2022 under ref-2.
- CRS/Southern Circle has returned the proposal stating "As the condonation of infringement was sanctioned by Railway Board, Railway should seek extension directly from Railway Board" vide ref-3.
- Hence, application was submitted to Railway Board vide letter dated 22.12.2022 under ref-4. However, Railway Board vide letter under ref-5 has returned the proposal stating that "the subject condonation is within the power of CRS as per revised IRSOD-2022 and Railway is requested to take further necessary action accordingly".
- Based on Railway Board's direction, the proposal was again resubmitted to CRS/Southern circle vide letter 17.07.2023 under ref-2.
- In response, CRS/Southern circle has returned the proposal quoting a similar case of precedent exists, wherein extension to condonation of infringement was accorded by Railway Board dt.19.05.2022 for ROB no.314 and FOB No.288. Accordingly advised this Railway to seek Boards sanction for extension of condonation for ROB no.E17 vide ref-6. It is worth mentioning that powers were delegated to CRS vide ACS No.25 & 27 of IRSOD 2004, issued on 06.11.2018 & 17.07.2019 prior to 19.05.2022 and Board had issued extension to condonation even after issue of above mentioned ACS.
- Further the application was again resubmitted to Railway Board vide letter dated 10.08.2023 under ref-4.
- However, Railway Board vide NIC mail (Copy Enclosed) have made the following remark: "May kindly act as per instruction issued by Board" vide RB Ir. No. 70/WDO/ORI/I/Vol.V dated 28.10.2021 & 31.05.2018.
- Accordingly, PCE/MAS has requested for a meeting with CRS/Southern circle vide letter under ref-7. CRS/Southern circle replied via Mail (copy enclosed) stating that CE/P&D to attend the meeting.
- A meeting has been held with CRS/Southern circle by the undersigned on 12.01.2024, wherein it was advised to submit the proposal to Railway Board for sanction as they have quoted in their earlier letter dated 31.07.2023 that "Authority for condonation under IRSOD-2022 is for the cases of infringement which is not condoned so far by any authority. However, the infringement is initially condoned by Railway Board, further extension is also to be given by initial sanctioning authority only".

Page 3 of 4

Accordingly, application is again re-submitted below for Board's consideration please.

- 3.0 The status on elimination of infringing structure is furnished below: -
 - 3.1 The present ROB of 2 lane was programmed to be re-built as 4lane under cost sharing basis (50:50) with State Government and Railway Electrification Organization.
 - 3.2 The last two years time was purely consumed by the State Government in deciding the executing agency for the approaches.
 - 3.3 After sustained persuasion by Railway, the scheme of ROB has been agreed by State Govt. and Municipal Corporation of Tiruchchirappalli has been nominated as executing agency by State Govt.
 - 3.4 DPR and detailed estimate for rebuilding of new ROB has been submitted by State authorities recently, which further delayed the process for obtaining Railway Board's sanction on the Material Modification estimate.
 - 3.5 GAD for the new ROB is finalized and the new ROB will be at the same location where the infringing ROB is situated. Hence, new ROB can be taken up after dismantling existing ROB.
- 4.0 On account of foregoing, the infringement to IRSOD at ROB E.17 could not be removed within the condoned period (02.01.2020). However, the same will be eliminated upon dismantling of ROB within the period of 2 years as sought for extension now.

5.0 Tentative Time line as committed by CE/CN/South/MS is reproduced below: -

SI. No.	Activity description	Linked to activity	Time period (in months)	Cumulative Time period (in months)
1	Admin. Sanction of work by State Govt & also sanction intimation by RE and finalization of tenders		6 months	6 months
2	Utility shifting & construction activities in ROB approach for additional lanes	1	10 months	16 months
3	Closure of Traffic on ROB & Demolition of ROB in Railway portion		2 months	18 months
4	Construction of ROB in Railway portion	3	6 months	24 months
5	Completion of complete		6 months more	30 months

ï		Page 4 of 4			
	approach works of ROB	than activity 4 completion			
6.0	Fresh Form XVII with justification & Infri PHODs and GM of Southern Railway ar	Fresh Form XVII with justification & Infringement diagram signed by PHODs and GM of Southern Railway are enclosed.			
7.0	In view of the above reasons, Railway Board is requested to extend the condonation sanction for the vertical infringement at ROB no.E-17 for a further period of two years. Compliance report on the conditions stipulated in Temporary sanction is also enclosed.				
Encl:	 Form XVII Infringement diagram Yard diagram indicating infringing loc Railway Board's condonation sanction Compliance report on conditions issue Copy of parties application with an electric conditions 	n letter along with ed during condonation.			

Digitally Signed by Santosh Shukla Date: 06-02-2024 16:11:53 KEANT OSH SHUKLA) Reason Approved Chief Engineer /P&D For General Manager

Copy to:

CRS/Southern Circle - For recommending the same to Railway Board please.

5. Copy of earlier application with enclosures

6. Letters mentioned in reference





No. 70/WDO/ORI/I/Vol.V

New Delhi, dated 28.10.2021

7

The General Manager, All Indian Railways

Sub: Commission for Railway Safety - Regular Meetings by Zonal Railways

Ref: Board's letter No. 70/WDO/ORI/I/Vol.V dated 31.05,2018 and 16.09.2019

- 1. Railway Board vide letter dated 31.05.2018 (copy enclosed) had advised to hold bimonthly meetings between General Managers and the respective Commissioners of Railway Safety to resolve various interface issues at Zonal/Circle level and same was also reiterated vide Railway Board's letter dated 16.09.2019 (copy enclosed).
- It has however come to the notice of Board that regular meetings are not being held with the respective Commissioners of Railway Safety.
- 3. Railways are again requested to have bimonthly meetings with concerned CRS. A copy of the minutes of meeting may be sent to Board's office also.

DA: As above.

Prem Sagar 28·10·21 (AH सागर गुप्ता)

कार्यपालक निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-44803, MTNL No.-011-23383379] e-mail address :edceg@rb.railnet.gov.in

Copy forwarded for kind information to:

(ii) Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.

(iii) Commissioner of Railway Safety, All Circles.



No. 70/WDO/ORI/1/Vol. V

General Manager, All Indian Railways Date: 31.05.2018

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

Sub: - Commission for Railway Safety
-Procedure to Deal with Difference of Opinion between Railway Administration and CRS for Opening of New Railway or Work or Condonation of Infringements to IRSOD for structures

- 1. Commissioner of Railway safety (CRS) is empowered for 'opening of a new railway or work' on the request of Zonal Railway. However, many a times, it has been noticed that in a case where there is difference of opinion between Zonal Railway and CRS, prolonged correspondence takes place between them extending even for years together in resolving the issue.
- 2. The prolonged correspondence in decision making results in avoidable delay in opening of new lines or works on Indian Railways. To expedite the process of decision making in such cases, following procedure proposed by Ministry of Railways has been agreed by Ministry of Civil Aviation:

"All cases of opening of a railway or a work or condonation of infringements to IRSOD for structures, where there is difference of opinion between zonal railway and CRS and issue is not getting resolved in a reasonable time, CRS at his own or on the request of Railway Administration (as defined in "The Railways Act, 1989") refer the case to Chief Commissioner of Railway Safety (CCRS) within 15 days of receipt of such request from Railway Administration, for resolving the issue. In case such reference on the request of Railway Administration is not made by CRS to CCRS, the Railway Administration can make suitable reference to CCRS directly with a copy of such reference to concerned CRS and Central Govi. (Railway Board).

CCRS shall communicate his opinion to CRS and Railway Administration concerned, which shall be taken as the opinion of the Commission for Railway Safety. The cases where CCRS does not agree with Railway Administration, the CCRS shall submit the report with his opinion to Central Govt., for decision of the Central Govt. as per Section 22(2) and 22(3) of "The Railways Act, 1989."

3. Further, as suggested by Ministry of Civil Aviation, in order to resolve various interface issues between Zonal Railway and CRS, General Manager shall hold a meeting with CRS bimonthly.

4. This is issued with the approval of CRB.

3) -05 -18 (प्रेम सागर गुप्ता) कार्यकारी निदेशक/सिविल इंजी/रेलवे बोर्ड

Copy forwarded for kind information to:

(i) Jt. Secy. (RA), Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi 110003, in reference to Secretary, MoCA DO No. A.60015/101/2018-CRS, dated 24.05.2018.

(ii) Director General/ RDSO, Manak Nagar, Lucknow

(iii) Commissioner of Railway Safety, All Circles

कार्यकारी निदेशक/ सिविल इंजी / रेलवे बोर्ड

[Rly No. 44803, MTNL 011-23383379]





No. 2024/CEDO/SD/01/GHAZIPUR-1 in 102

New Delhi, dated 07.02.2024

The General Manager North Eastern Railway, Gorakhpur.

Sub: Ghazipur Ghat Station – Sanction for Grade Condonation as per Note d of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 102 grade, between Ch: 0.579 km and Ch: 0.647 km, for 68.380m length, (i.e. From Ch: 0.579 km to FM at Ch: 0.597 Km and from FM to beyond 50m, i.e. up to Ch: 0.647) at Ghazipur Ghat station yard in connection with construction of Mau – Ghazipur-Tarighat new BG line in Varanasi Division of North Eastern Railway.

Ref: (i) CCRS office letter no. Q.11015/01/2023-24-TW, dated 31.01.2024

(ii) NER letter no. W/98-4219/GZT/W-1, dated 24.01.2024

With reference to NER's above applications dated 24.01.2024 {ref.(ii)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated (as per detailed in Form XVII) for Grade Condonation as per Note d of Para 2, Chapter-II of Schedule-I of IRSOD (BG) 2022 with ACS-02, for infringement of 1 in 102 grade between Ch: 0.579 km and Ch: 0.647 km, by 68.380m length, at Ghazipur Ghat station yard in connection with construction of Mau – Ghazipur - Tarighat New BG line in Varanasi Division of North Eastern Railway, as shown in detail enclosed with above mentioned application The above condonation is subject to stipulation as under:

- i. The following points shall be incorporated in SWR and should be displayed in front of Station Master
 - a. No load should be stabled on main line without a live engine attached.
 - b. Stabling of vehicles on non-isolated line of the yard is not permitted without live engine attached. Train stabled on isolated lines shall be properly secured as per the provision of GR/SR.
 - c. If any running line is blocked by a train, the line must be isolated by setting the concerned point against that line.
 - d. During attachment and detachment of locomotive, wagon of the train shall be properly secured by providing sufficient No. of sprags, wedges/skids, chains and ensuring that no other train is in block section.
 - e. Train engine of passenger train occupied by passengers should not be detached under any circumstances.
 - f. No shunting shall be allowed at either end of the station unless sufficient number of brakes are put on and all precautions are taken to prevents vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of GR.



- g. Locomotives attachment/detachment or reversal must be avoided unless become inescapable. Locomotives attachment/detachment or reversal, if unavoidable, share done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.
- h. Shunting shall be supervised by person as specified in Para 5.13 & 5.14 & 5.20 of GR and relevant SR.
- i. While shunting it shall be ensured that visibility is clear and weather is fair
- i. Hand, loose and fly shunting is strictly prohibited.
- k. Train should not be drawn up to the last stop signal and held on the steep gradient to clear approach to the following train.
- ii. Considering the unique terrain like continuous long steep gradient on curve and multiple entry & exit points near the gradient alignment and possibility of actual gradient difference at site, a catch siding may be considered near the FSS.
- iii. All the special instructions for the station master shall be incorporated in SWR of Ghazipur Ghat station yard.
- iv. Infringing yard gradients and special instructions in Para 3 above shall be displayed in panel/SM room.
- v. Stipulations of condonation of SOD infringement shall be mentioned in Ghazipur Ghat station yard ESP, SIP, SWR and SWRD.
- vi. SOD infringements details shall be maintained in a SOD infringement register to be maintained by Engineering Department.
- vii. The yard gradients shall be prominently displayed in yard diagram available in SM's room/Panel/VDU.
- viii. Yard gradient shall be jointly measured every six months by Engineering, Operating and S&T official and recorded.
 - ix. Brake power as per guideline of brake power requirement for freight operation shall be ensured to prevent roll down in case of air leakage/pressure loss. Further right powering of freight train to haul the load shall be ensured to avoid wheel slipping.
 - x. An audio visual alarm to be provided, which should be activated if SM fails to set the points against the line after reception of a train.
 - xi. Railway shall issue special safety precautions in line with GR provisions to ensure that safety of train operation is not compromised under any circumstances at station having steep gradient.

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

No. 2024/CEDO/SD/01/GHAZIPUR-1 in 102

New Delhi, dated 07.02.2024

Copy forwarded for information to:

- The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement No. Q.11015/01/2023-24-TW, dated 31.01.2024
- 2. Commissioner of Railway Safety, North Eastern Circle, Vibhuti Khand, Gomti Nagar, Lucknoq- 226010

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, Dated 07.02.2024

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

Sub: Introduction of Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02, up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph-in empty and 100 kmph in loaded conditions over routes of Eastern & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) CCRS letter no. Q.12011/18/2023-24-T.W., dated 01.02.2024

- (ii) RDSO letter no. MW/BOSM, dated 11.12.2023
- (iii) RDSO Final Speed Certificate (FSC) no. MW/BOSM, dated 07.12.2023

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Broad Gauge Bogie Open Steel Wagon 'BOSM' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-22081-S-02, up to a maximum speed of 85 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and up to a maximum speed of 85 kmph in empty and 100 kmph in loaded 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:

i. RDSO shall issue procedure for lashing/locking, loading diagram & modifications to be done for loading of various items like steel coils, plates, billets etc. to be followed by Zonal Railways/DFCCIL. Zonal Railways/DFCCIL in turn shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.

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

DA: as above.

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

Issued through g mall

08/2/2024 ADE(CIVIK) [Lb L 8691]

No. 2024/CEDO/SR/03/BOSM-22.9t-IR-DFCCIL

New Delhi, Dated 07.02.2024

Copy forwarded for information to:

- 1. Executive Director (Standards) Motive Power, RDSO, Lucknow
- 2. Executive Director (Standards) Track-I, RDSO, Lucknow

3. EDME(Fr) Railway Board

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



_{भारत सरकार} नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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 / 18 / 2023-24--त.वि.

Ashor Mary, Luck 10W-220 00 (

फोन / Ph.: 0522-2233087, 2233108 (P&T) N.E.Rly. 31-140, N.Rly. 23-260

फैस्स / Fax-0622-2233095, 2233087 E-mail : chiefcom@rediffma'l. എm

दिनांक-01.02.2024

सेवा में

नई दिल्ली

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

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[ध्यानार्थःEDCE(G)]

বিষয়: Introduction of newly developed Broad Gauge Bogie Open Steel wagon type 'BOSM'
[Maximum axle load: 22.9t] to RDSO's Drawing no. WD-22081-S-02 for operation
up to maximum speed of 85kmph in empty and 75kmph in loaded condition over
Indian Railways BG routes and up to maximum speed of 85kmph in empty and
100kmph in loaded condition over routes Eastern and Western Dedicated Freight
Corridors of DFCCIL

संदर्भः (i) DG/RDSO's letter no. MW/BOSM, dt. 14.12.2023

- (ii) RDSO's Final Speed Certificate no. MW/BOSM, dt. 07.12.2023
- (iii) This office's of even no. dt. 03.01.2024
- (iv) RDSO's letter no. MW/BOSM dt. 04.01.2024

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 85kmph in empty and 75kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 85kmph in empty and 100kmph in loaded condition over routes 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 CCRS on 26.12.2023 at Sick line, Charbagh, Lucknow Northern Railway. Inspection report of the rolling stock is enclosed as **Annexure-1**.

Vide Ref.(iii), RDSO was asked to carry out necessary modifications in the design of the proposed wagon and conduct oscillation trials for enhancing the speed of the wagon upto 100kmph in empty condition. Also, compliance of suggested measures during CCRS inspection was sought from RDSO. RDSO, vide Ref.(iv), has submitted its reply.

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 Broad Gauge Bogie Open Steel wagon type 'BOSM' [Maximum axle load: 22.9t] to RDSO's Drawing no. WD-22081-S-02 for operation up to maximum speed of 85 [EIGHTY FIVE] kmph in empty and 75 [SEVENTY FIVE] kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 85 [EIGHTY FIVE] kmph in empty and 100 [ONE HUNDRED] kmph in loaded condition over routes Eastern and Western Dedicated Freight Corridors of DFCCIL subject to compliance of the conditions mentioned in Annexure-2.

Further, observations from CCRS Inspection Report about 'Measures to be taken before introduction of Broad Gauge Bogie Open Steel wagon type BOSM are enclosed as **Annexure-3**.

This issues with the approval of CCRS.

Ahmad Nadeem

Digitally signed by Ahmad Nadeem Siddiqui Date: 2024.02.01 12:52:39

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(अहमद नदीम सिद्दीकी)

संलग्नकः यथोक्त

उप रेल संरक्षा आयुक्त (यांत्रिक)

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

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Open Steel wagon type 'BOSM' [Maximum axle load: 22.9t] to RDSO's Drawing no. WD-22081-S-02 for operation up to maximum speed of 85kmph in empty and 75kmph in loaded condition over Indian Railways BG routes and up to maximum speed of 85kmph in empty and 100kmph in loaded condition over routes Eastern and Western Dedicated Freight Corridors of DFCCIL

- Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/BOSM, dt. 07.12.2023. 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.
- 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. RDSO shall issue procedure for lashing/locking, loading diagram & modifications to be done for loading of various items like steel coils, plates, billets etc. to be followed by Zonal Railways/DFCCIL. Zonal Railways/DFCCIL in turn shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.
- 4. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.
- List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
- 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.
- Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
- DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
- 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
- 10. No overdue in track/rolling stock maintenance shall be permitted.
- 11. Separate maintenance regime to be legislated for higher axle load route on IR.
- 12. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
- 13. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.
- 14. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and

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Ahmad Nadeem Siddigui

Digitally signed by Ahmad Nadeem Siddiqui Date: 2024.02.01 12:52:55 +05'30'

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No. 2023/CEDO/SR/17/Vande Bharat/ NDLS-AGC/160 kmph

New Delhi, dated 05.02.2024

The General Manager Northern Railway New Delhi The General Manager North Central Railway Allahabad

Sub Introduction of Train no. 20171/ 20172 Rani Kamlapati(RKMP) -- New Delhi (NDLS), 16 coach train set with new design propulsion system and bogies(Vande Bharat Trainset) [.Max..Designed Axle Load 17t] up to a maximum speed of 160 kmph over Agra Cantt. (AGC) - Tuglakabad (TKD) section, on both UP and DN lines, by Zonal Railways

Ref:(i) Railway Board letter of even no. dated 31.03.2023

(ii) N.C. Rly's letter no. NCR/S&T/160kmph dated 31.03.2023

Railway Board had accorded permission for Introduction of Train no. 20171/20172 Rani Kamlapati(RKMP) -- New Delhi (NDLS), 16 coach train set with new design propulsion system and bogies(Vande Bharat Trainset) [.Max..Designed Axle Load 17t] up to a maximum speed of 160 kmph over Agra Cantt. (AGC) - Tuglakabad (TKD) section, on both UP and DN lines, by Zonal Railways with stipulation vide letter under reference (i) above.

However keeping in view the Railway Board letter No. 2016/CEDO/SR/01, dated 09.01.2018 regarding provision of hanger/frills at booms of lifting barrier at level crossings, it has been decided that the requirement of hanger/frills at boom is not mandatory & need not be provided if not existing

(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/17/Vande Bharat/ NDLS-AGC/160 kmph New Delhi, dated 05.02.2024

Copy forwarded for information to:

- The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement No. Q.12011/16/2022-23-T.W/NCR., dated 30.03.2023 & Q.12011/16/2022-23 -T.W/NR., dated 30.03.2023
- 2. Executive Director (Standards) Motive Power, RDSO, Lucknow
- 3. Executive Director (Standards) Carrige, RDSO, Lucknow
- 4. Executive Director Mechanical Coaching, Railway Board
- 5. Executive Director (Signal Development), Railway Board

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issued through grail ADECENTED





No. 2023/CEDO/SR/17/VandeBharat/NDLS-AGC/160 kmph

New Delhi, Dated 31.03.2023

The Director General, RDSO, Manak Nagar, Lucknow 226011. The General Manager, North Central Railways

The General Manager, Northern Railways

Sub: Introduction of Train no. 20171/ 20172 Rani Kamlapati (RKMP) — New Delhi (NDLS), 16 coach train set with new design propulsion system and bogies (Vande Bharat Trainset) [Max Designed Axle Load: 17t] up to a maximum speed of 160 kmph over Agra Cantt. (AGC) - Tuglakabad (TKD) section, on both UP and DN lines, by Zonal Railways

- Ref: (i) CCRS office letter no. Q.12011/16/2022-23-T.W./NCR, dated 30.03.2023 & Q.12011/16/2022-23-T.W. NR, dated 30.03.2023
 - (ii) GM/NCR letter no. 355-W/CRS/Vande Bharat Exp/160 kmph/PWL-AGC/NCR/Bridge dt. 29.03.2023
 - (iii) GM/NR letter no. 519-W/2253/Track (Vande Bharat Train no. 20171/20172), dt. 30.03.2023
 - (iv) PCE/NR clarification letter no. 519-W/2253/Track dt. 30.03.2023.
 - (iv) RDSO's speed Certificate no. MC/LHB/Coach dt. 29.03.2023

With reference to NC Railway & Northern Railway above applications, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of *Train no. 20171/20172 Rani Kamlapati (RKMP)* — New Delhi (NDLS), 16 coach train set with new design propulsion system and bogies (Vande Bharat Trainset) [Max Designed Axle Load: 17t] up to a maximum speed of 160 kmph over Agra Cantt. (AGC) - Tuglakabad (TKD) section, on both UP and DN lines, by Zonal Railways, with the following stipulations

- i. Compliance of all the conditions/stipulations mentioned in CRS/NEC letter no. 3499/Vande Bharat Train/COCR/NCR dt. 30.03.2023 & CRS/NC letter no. 3499/Vande Bharat Train/COCR/NR dt. 30.03.2023.
- ii. Compliance of all the conditions/stipulations laid down in RDSO Speed certificate and NCR's & NR's Joint Safety Certificate.
- iii. Compliance of all the conditions/stipulations laid down in Railway Board Sanction Letter No. 2016/CEDO/SR/1 dtd 14.01.2016
- iv. Compliance of all the conditions/stipulations laid down in Railway Board sanction letter no 2022/CEDO/SR/24/Vande Bharat-160 kmph dtd 22.09.2022 for sanction of 160 kmph speed Vande Bharat train.

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- v. Observation of all permanent and temporary speed restrictions in force and /or those may be imposed from time to time on various accounts.
- vi. Railway shall ensure provision of sturdy fencing in section of standard design to prevent trespassing by human &cattle which poses a threat to trains to comply Para 202 of IRPWM 2020.
- vii. 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 barrier of closed gate.
- viii. As the leading coach of Vande Bharat trainset are much lighter than the locomotive, hitting of any obstruction or even cattle run over may lead to serious accident at higher speeds. Therefore,
 - a. Railway shall identify regular trespassing locations/cattle ingress and to avoid trespassing at these locations, suitable mechanism such as deployment of RPF personnel, regular patrolling, providing subway (for passing farmers along with cattle) etc. shall be put in place.
 - b. Periodic drives shall be conducted to check and prevent trespassing by RPF with concerned departments by way of counselling of residents of land adjoining railway track and by conducting surprise checks to act as deterrent.
 - ix. It should be ensured that run through line is not platform line for safety of occupants and rail passengers. In case of any non-compliance, RPF/station staff shall be exclusively deployed on such platform/s at the time of passing of above train for safety of public duly stipulating suitable precautionary measures.
 - x. Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face of 160 Kmph train. Suitable guidelines shall be issued by the Railway in this regard.
 - xi. 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.
 - xii. Stretches of existing weak formations (where PSR/TSR is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting train operation. Special watch shall be kept during rainy season. PCE may impose SR, where ever required, considering condition of track/bridges to ensure safety of train at 160 kmph.
 - 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.

vi. Console provided for ALP in the Front Control Car may be redesigned for easy & quick approach to Emergency Brakes & horns button.

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

(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/27(1)/RGM-96 Stone-IR-DFCCIL

New Delhi, dated 04.01.2024

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.12011/12/2023-24-T.W, dated 13.12.2023
- 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. Principal Executive Director Track(M&Mc), Railway Board

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No. 2023/CEDO/SR/27(1)/RGM-96 Stone-IR-DFCCIL

New Delhi, dated 04.01.2022

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

- Sub: Future Improvement of Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRGI96)
- Ref: (i) Railway Board's letter no. 2023/CEDO/SR/27/RGM-96 Stone-IR-DFCCIL, dated 04.01.2024
 - (ii) CCRS office letter no. Q.12011/12/2023-24-T.W, dated 13.12.2023
 - (iii) RDSO's letter no. TM/HM/11/57/RGM 96, dated 18.10.2023
 - (iv) 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

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 Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRGI96) 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 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:

- 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
- ii. Driver's cab camera with recording facility & voice logger as provided in Front Control Car may also be provided in Rear Control Car.
- iii. 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
- iv. Signal exchange light (signal flashing scheme) similar to Vande Bharat for exchanging signal may be provided in the proposed rolling stock.
- v. Oscillation Trial of the track Machine may be conducted & Final Speed Certificate (FSC) issued to utilize its full speed potential.

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- 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.
- iii. 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.
- iv. 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
- v. 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.
- vi. Proper facilities for diesel and water filling at machine sidings shall be made available.
- vii. 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.
- viii. 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.
- ix. 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.

x. Rail Grinding Machine (RGM-96 Stone), Model RGI Series 96 Stone Rail Grinder shall be maintained as per OEM's maintenance manual.

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Ju/04.01.24

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

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

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

New Delhi, dated 04.01.2024

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.12011/12/2023-24-T.W, dated 13.12.2023
- 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. Principal Executive Director Track (M&Mc), Railway Board

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

New Delhi, dated 04.01.2024

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 Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRGI96) 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)

- (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

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 Rail Grinding Machine (RGM-96 Stone), Model "RGI Series 96 Stone Rail Grinder" (Transportation code RGMRGI96) 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 with the following stipulations:

i. Observance of all conditions laid down in 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 for operation up to a maximum speed of 60 kmph when running on its own power as well as when running in train formation, 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.

04.01.24





No. 2023/CEDO/SD/RS/15/ USP 2010 SWS

New Delhi, dated 04.01.2024

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

Sub: Condonation of infringement to SSOD (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January-2013 by minimum rigid wheel base (1800mm) of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" {Transportation Code: BRM D} as per GA Drg. no.BR00.147-6 Version-3 supplied by Plasser India

Ref: (i) CCRS office letter no. Q.14011/08/2023-24-TW, dated 06.12.2023 (ii) RDSO letter no. CT/TMM/GENERAL, dated 21.11.2023

With reference to RDSO above applications dated 21.11.2023 {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 SSOD (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January-2013 by minimum rigid wheel base (1800mm) of Ballast Regulating Machine with Hopper, Model "USP 2010 SWS" {Transportation Code: BRM D} as per GA Drg. no.BR00.147-6 Version-3 supplied by Plasser India, as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV & XI of SSOD (BG) for DFCs of Indian Railways, January-2013 is as under::

Clause 4.4.4 of -Minimum rigid wheel base for bogie truck of any vehicle by Eastern DFC and 30mm {i.e.1800mm instead of 1830mm}

Clause 11.4.4 of Western DFC

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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/15/ USP 2010 SWS

New Delhi, dated 04.01.2024

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.14011/08/2023-24-TW, dated 06.12.2023
- 2. Commissioner of Railway Safety, All Circles
- 3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 4. PEDTk(M&MC), Railway Board, New Delhi

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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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. Zonal Railways/DFCCIL shall specify the responsibilities/duties of various departments viz. Commercial, C&W etc. including private parties during loading & unloading operation.

iv. Hand Brakes of the wagons are to be in applied condition during loading/unloading operation.

v. The title of Loading arrangement drawing no. WD-17047-S-01 may be modified to include "FLATCOIL3" before introduction of subject rolling stock.

vi. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.

vii. 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.

viii. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

ix. DFCCIL should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.

x. For Indian Railways, the WILD shall mandatorily be provided before introduction of wagon at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.

xi. For DFCCIL, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.

xii. No overdue in track/rolling stock maintenance shall be permitted.

xiii. Right powering of loaded trains running with 22.9t axle load wagons shall be ensured.

xiv. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

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

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

No. 2023/CEDO/SR/26/FLATCOIL3-IR-DFCCIL

New Delhi, dated 04.01.2024

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.12011/09/2023-24-T.W., dated 23.11.2023
- 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(Freight), Railway Board

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No. 2023/CEDO/SR/26/FLATCOIL3-IR-DFCCIL

New Delhi, dated 04.01.2024

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 Broad Gauge Bogie Flat Steel Wagon 'FLATCOIL3' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-98057-S-02 Alt.14, up to a maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and 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) RDSO letter no. MW/FLATCOIL3, dated 23.05.2023
 - (ii) RDSO Final Speed Certificate (FSC) no. MW0WD(FLAT)/4/2020, dated 18.05.2023
 - (iii) CCRS letter no. Q.12011/09/2023-24-T.W., dated 23.11.2023

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 Broad Gauge Bogie Flat Steel Wagon 'FLATCOIL3' [Max. Axle Load: 22.9t] to RDSO's Drg. No. WD-98057-S-02 Alt.14, up to a maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and 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, with the following stipulations:

i. Observance of all conditions laid down in RDSO Final Speed Certificate (FSC) no. MW0WD(FLAT)/4/2020, dated 18.05.2023 for operation up to a maximum speed of 100 kmph in empty and 75 kmph in loaded conditions 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, 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.

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No. 2023/CEDO/SD/RS/14/ HOT & S-3X

New Delhi, dated 04.01.2024

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

Sub: Condonation of infringement to IRSOD (BG), Revised, 2022 by minimum wheel base (1500mm), minimum length of body (32800mm) and maximum length over center buffer couplers (34040mm) of High Output Tamping cum Stabilizing Machine Model HOT & S-3X {Transportation Code: TDSMPLAI} as per GA Drg. no. UD00.1236-22 V6 supplied by Plasser India

Ref: (i) CCRS office letter no. Q.14011/09/2022-23-TW, dated 06.12.2023

(ii) RDSO letter no. CT/TMM/GENERAL, dated 31.01.2023

With reference to RDSO above applications dated 31.01.2023 {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 minimum wheel base (1500mm), minimum length of body (32800mm) and maximum length over center buffer couplers (34040mm) of High Output Tamping cum Stabilizing Machine Model HOT & S-3X {Transportation Code: TDSMPLAI} as per GA Drg. no. UD00.1236-22 V6 supplied by Plasser India, 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 17- Minimum rigid wheel base for bogie truck of any vehicle by 300mm {i.e.1500mm (satellite bogie) instead of 1800mm}
- ii. Clause 18(b)- Maximum length of body or roof for bogie vehicles by 11460mm {i.e.32800mm instead of 21340mm}

iii. Clause 19(b)- Maximum length over centre buffers couplers or side buffers for bogie vehicles by 11740mm {i.e.34040mm instead of 22300mm}

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/14/ HOT & S-3X

New Delhi, dated 04.01.2024

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.14011/09/2022-23-TW, dated 06.12.2023
- 2. Commissioner of Railway Safety, All Circles
- 3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 4. PEDTk(M&MC), Railway Board, New Delhi

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

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No. 2023/CEDO/SD/RS/16/ DD-Parcel-LWCZDACP

New Delhi, dated is .01.2024

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.14011/07/20 23-24-TW, dated 13.12.2023
- 2. Commissioner of Railway Safety, All Circles
- 3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
- 4. EDME(Coaching), Railway Board, New Delhi

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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No. 2023/CEDO/SD/RS/16/ DD-Parcel-LWCZDACP

New Delhi, dated | 5.01.2024

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

Sub: Condonation of infringement to IRSOD (BG), Revised, 2022 by maximum floor height (2323mm), minimum floor height (343mm), maximum height at centre (4366mm) and maximum height at sides (3953mm) of Double Decker LHB AC Chair Car cum Parcel Van {Transportation Code: LWCZDACP} fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies as per RCF layout no. LD90032 alt.b

Ref: (i) CCRS office letter no. Q.14011/07/2023-24-TW, dated 13.12.2023

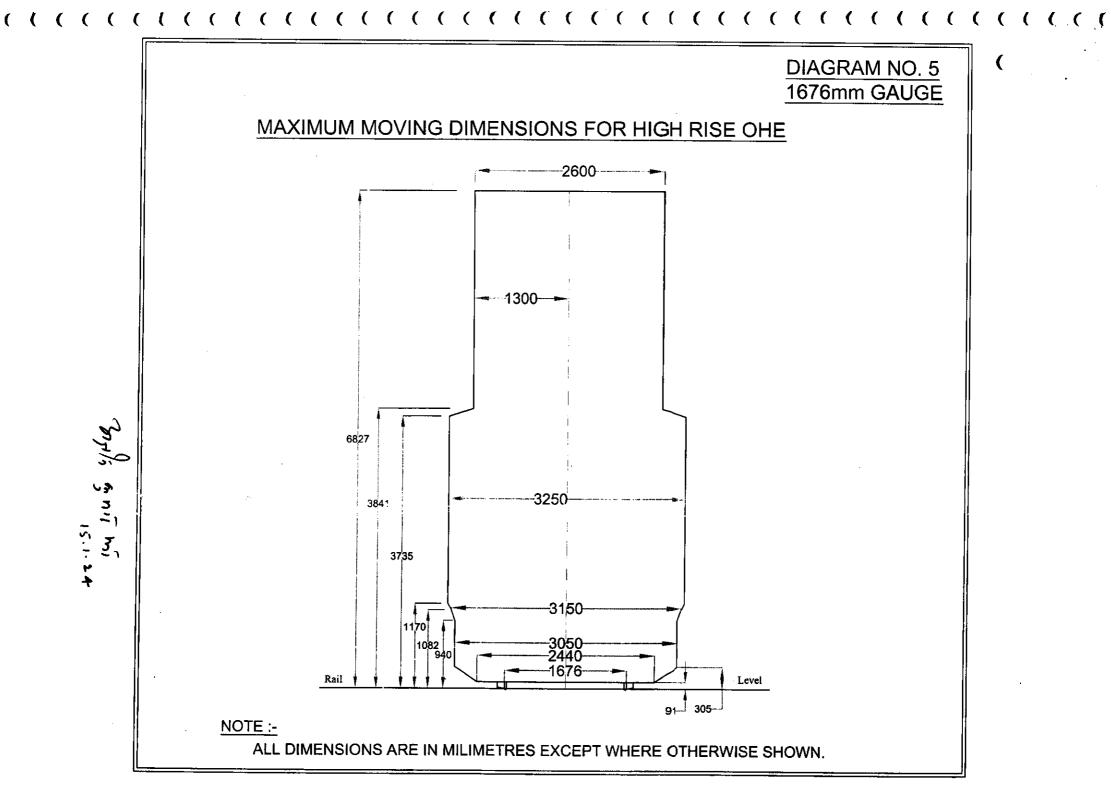
(ii) RDSO letter no. CT/DHS/3/COACHES, dated 10.10.2023

With reference to RDSO above applications dated 10.10.2023 {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 floor height (2323mm), minimum floor height (343mm), maximum height at centre (4366mm) and maximum height at sides(3953mm) of Double Decker LHB AC Chair Car cum Parcel Van {Transportation Code: LWCZDACP} fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies as per RCF layout no. LD90032 alt.b, as shown in detail enclosed with above mentioned application, detail of infringements w.r.t. Chapter IV(A) of IRSOD (BG), Revised-2022 is as under::

- (i) Clause 9- Maximum height above rail level for of any unloaded vehicle including goods vehicle having side doors for platform loading/unloading by 978mm {i.e.2323mm instead of 1345mm}
- (ii) Clause 10- Minimum height above rail level floor of any fully loaded vehicle other than goods vehicle by 857mm {i.e.343mm instead of 1200mm}
- (iii) Clause 30- Maximum height above rail level for a width of 1015mm on either side of the centre of unloaded vehicles by 101mm (i.e. 4366mm instead of 4265mm)
- (iv) Clause 31- Maximum height above rail level at sides of unloaded vehicles by 218mm {1.e.3953mm instead of 3735mm}

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड [Rly No. 030-47598, MTNL No.-011-23047598] e-mail address :dccg@rb.railnet.gov.in STANDARD DIMENSIONS OUT OF STATIONS DIAGRAM No. 5 B 1676 mm GAUGE TO SUIT 25 kV. A.C. TRACTION SCHEDULE I - CHAPTER V (B) (HIGH RISE OHE) THE DISTANCES SPECIFIED, APPLY ONLY IN CASE OF STRAIGHT TRACK. ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT NOTE:-'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA, WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE. 'S' THE SUPERELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES D= H x S FOR LIGHT OVER and the second s FOR HEAVY OVER HEAD STRUCTURE MAXIMUM MOVING DIMENSIONS MAXIMUM MOVING DIMENSIONS -2135 Min. DESTINATION BOARDS GUTTERING 8250 Min. & ALARM SIGNAL DIS 7870 Min. 7190 Min. 7190 6827,Max FOR NUMBER PLATES. WINDOW BARS AND RESERVATION CARD Min 4420 Min. PASSENGER VEHICLES 4040 Max. 3841 Max. -COODS VEHICLES 4265 Max.-3735 Max. -2135*/2360** Mi 3355 Min 3355 Min. 2565 3735 Max 3250 Min. 8995*/10020* 2000 Min 4420 Min. 3050 Max: -1675*/1905** Min.-1675*/1905** Min.---1676 GAUGE RAIL 305 229 Min: 91 Min: 203Max.-305 Min.-305 Max.-NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN. NOTE:-- For existing works ** - For new works or alteration to existing works

DIAGRAM No. 5 A STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES 1676 mm GAUGE TO SUIT 25 k.V. A.C. TRACTION SCHEDULE I - CHAPTER V (B) (HIGH RISE OHE) NOTE:- THE DISTANCES SPECIFIED APPLY ONLY IN CASE OF STRAIGHT TRACKS.ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA, WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPER- ELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES D=HxS/G MAXIMUM MOVING DIMENSIONS MAXIMUM MOVING DIMENSIONS FUTURE MOVING 804d Min 7190 Min. 6827 Max. 7190 Min. 6827, Max. WIDTHOVER OPEN COORS INCLUDING ALL PROJECTIONS PASSENGER VEHICLES 4514 Max. 4725 Max. (4495 Max.) 4420 Min. 4514 Max. **GOODS VEHICLES** 4265<mark>,</mark>Max. (4500 Max.) 4265 Max. 3355 Min. 1250 1065 -1676 GAUGE LEVEL 203 Max.-NOTE: - For existing works NOTE:- ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN. ** - For new works or alteration to existing works



(b) From 1065mm above rail level to 3355mm

2360mm

(c) From 3355mm above rail level to 4420mm

2360mm decreasing to 2135mm

(d) From 4420mm above rail level to 7190mm

2135mm

(e) From 7190mm above rail level to 7870mm

2135mm decreasing to 1600mm

(f) From 7870mm above rail level to 8250mm

1600mm

Note:

- (a) Any material stacked by the side of line is to be considered a structure in the sense in which the word is used here. These items also apply to projections of rock etc., from the side of cutting.
- (b) See appendix for extra clearance required on curves.

Tunnels, Through Girder Bridges and Semi-Through Girder Bridges (See diagram 5A):

12. Minimum distance at centre to centre of straight tracks

(i) For existing lines

4495mm

(ii) For new works or alterations to existing works

4725mm

13. Minimum horizontal distance from centre of track to any structure shall be as follows:

Height above rail level		Horizontal distance from centre of track	
(a)	From 0.0mm to 305mm	1905mm	
(b)	From 305mm to 1065mm	1905mm increasing to 2360mm	
(c)	From 1065mm to 3355mm	2360mm	
(d)	From 3355mm to 4420mm	2360mm decreasing to 2135mm	
(e)	From 4420mm to 7190mm	2135mm	
(g)	From 7190mm to 8040mm	2135mm decreasing to 1600mm	

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- c) Reservation card holders may project 25mm on each side beyond the dimensions given above from a height of 1750 mm to 1980 mm above rail level upto a maximum over all width of 3300 mm.
- d) The doors are to be either sliding or opening inwards. Hand bolts, door locks, handles and window bars shall not, however, project beyond the dimensions given against item above

	(vii) From 3735mm above rail level, to a height of 3841mm above rail level, when empty	3250mm — decreasing gradually to 2600mm
	(viii) From 3841mm above rail level, to a height of 6827mm above rail level when empty	2600mm
6.	Maximum width over open doors, including all projections for passenger vehicles	4040mm
7.	Maximum width over open doors, including all projections for goods vehicles	4265mm
8.	Maximum height above rail level for a width of 1300mm on either side of the centre of unloaded vehicle	6827mm
9.	Maximum height above rail level at sides of empty vehicles	3735mm

Building and Structures (See diagram 5B):

10. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level

(i) For existing works 1675mm

(ii) For new works or alterations to existing works 1905mm

Note:

- a) Any material stacked by the side of line is to be considered a structure in the sense in which the word is used here. These items also apply to projections of rock etc., from the side of cutting.
- b) See appendix for extra clearance required on curves
- 11. Minimum horizontal distance from centre of track to any structure except a platform
 - (i) For existing works

From 305mm above rail level to 4420mm above rail level 2135mm

(ii) For new works or alterations to existing works

(a) From 305mm above rail level to 1065mm 1905mm increasing to 2360mm

3,1/5 gni mi

Addendum and Corrigendum Slip No.4

to

Indian Railways Schedule of Dimensions (BG) -Revised, 2022- Chapter-V-B-25 kv A.C. Electric Traction with High Rise OHE

New paras: 2(D), para 5, para 6, para 7, para 8, para 9, para 10, para 11, para 12 and para 13 of Chapter VB – 25 kV A.C. Electric Traction with High Rise OHE [at pages 39 & 41 of IRSOD(BG) -Revised, 2022] shall be read as under:

2. (D) Tunnels and Through Girder Bridges

8040mm

Maximum Moving Dimensions (See diagram 5):

5. Maximum width over all projections:

(i) At 91mm above rail level, when fully loaded

2440mm

(ii) At 305mm above rail level, when fully loaded

3050mm

(iii) From 305mm above rail level, to 940mm above rail level, when fully loaded

3050mm

(iv) From 940mm above rail level, to 1082mm above rail level, when fully loaded

3050mm increasing gradually to 3150mm

(v) From 1082mm above rail level, to 1170mm above rail level, when fully loaded

3150mm increasing gradually to 3250mm

Note: For freight bogie vehicles with maximum length of body or roof upto 14500 mm and bogie centre distance upto 10000 mm, maximum width overall projections from 305 mm above rail level to 1060 mm above rail level, when fully loaded, can be relaxed to 3135 mm instead of 3050 mm.

(vi) From 1170mm above rail level, when fully loaded to a height of 3735mm above rail level, when empty

3250mm

Note:

- a) Guttering, side lamps and destination boards may project 76 mm on each side beyond the dimensions given above from a height of 2895 mm to 3355 mm above rail level, upto a maximum over all width of 3402 mm.
- b) Coach number plates may project 25mm on each side beyond the dimension given above from a height of 2590 mm to 2895mm above rail level, upto a maximum over all width of 3300mm.

List of Distribution: (No.2022/CEDO/SD/1RSOD-2022/O/ACS_d, Dated 15.01.2024)

- 1. General Managers, All Indian Railways & Production Units
- 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)
- 8. Director, IRIEEN, P.B. No. 233, Nasik Road 422101 (Maharashtra)
- 9. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
- 10. Director, IRIMEE, Jamalpur 811214 (Bihar)
- 11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to:

- 1. Concerned PSO for kind information Of Chairman cum CEO, M/Infra, M/T&RS,M(O&BD),M/Finance, Railway Bóard
- 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(1nfra), EDCE(G), PEDTk(M&Mc), EDF(X)-I, EDF(X)-II, ED(Works), EDW(Plg.),ED/Project(Mon.), ED(L&A), ED(PSU), EDVE, PED(Safety), ED (Sig. Dev.), ED(Tele), EDRS(G), ED/GS(Elect.), 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.

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



No.2022/CEDO/SD/1RSOD-2022/O/ACS_d

New Delhi, Dated 15.01.2024

Addressed to:
(As per list mentioned below)

Sub: Addendum and Corrigendum Slip(ACS) No.04 to Indian Railways Schedule of Dimension (BG), Revised- 2022

The Ministry of Railways (Railway Board) have decided that the New Paras: 2(D), Para 5, Para 6, Para 7, Para 8, Para 9, Para 10, Para 11, Para 12 and Para 13 of **Chapter VB - 25 kV A.C. Electric Traction with High Rise OHE** of Schedule-I of Indian Railways Schedule of Dimensions 1676 mm Gauge (BG) Revised, 2022 be added as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 04.

Enclosure: ACS No. 04(Annexure-1)

क्रिन्नीई कुषार्ट्या (अजीत कुमार झा) 15-1-24

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

[Phone:. 030-44803: Rly: 011-23383379;MTNL] e-mail address :edceg2022@gmail.com

	Summary of CRS cond	onation cames for Points	4 K	Crossing infelgenment
11	Received date in HO	Date mant to stre	1	St. v

ST.NO	Division	Unit	Station	Received date in HQ	Date manual de la company	n & Crossing infringement
	i I				Date sent to CRS	Pomarka
1	B (3	Sr DE'N Eant	Lonavala	16 03 2021	04 06 2021/ 10 08 2021/ 10 02 2 <mark>022</mark> / 11 04 2023	Compliance report sont to CRS on 10 08 2021. CRS asked for R stway. Board anticlioned letter dated 22 10 2021. Observation send to division on 28 10 2021 as per CRS/CC comments. Observations received from CRS on 28 01 2022. Proposal sent to CRS/CC on 10 02 2027. Observations sent to Division on 25 04 2022 as per comments by CRS/CC. Division submitted the proposal dated 18 08 2022. Proposal resubmit to CRS on 24 08 2022. Observation letter sent to division on 12 01 2023. Complainces received on 24 03 2023. Proposal sent to CRS/CC on 10 04 2023. CRS returned case on 19 04 2023. Observations sent to Division on 26 04 2023 as per comments by CRS/CC.
?	BB	Scoln HB	Vaşhı	31 08 2023	01 09 2023	
3	BSL	Sr DEN East	Jalamb	07 02 2023	28 06 2023	CRS observation regarding shifting of grade post sent on 21 09 2023 GM/CR sanction obtained on 13 06 2023 CRS observations dated
4	BSL	Sr DEN East	Bodwad	07 02 2023	28 06 2023	Line Angree again to court thit by At Do Abaa
5	NGP	CE C NW	Wardha	04 01 2023	18 08 2023	GM/CR sanction obtained on 13 06 2023 CRS observations dated 18 09 2023 sent to const unit on 20 09 2023 GRS observations dated GM sanction obtained for Garde condonation on 09 08 2023 CRS observations (occurred to the condonation on 09 08 2023 CRS)
6	NGP	Sr DEN-South	Ballarshah	04 08 2023	A. C.	observations recieved on 06 09.2023 File returned to Const unit on 06 09.2023 GRS observation obtained on 28 08 2023 GRS observation regarding shifting of grade post sent on 21 00 2000
7	NGP	CPM-I/NGP	Chikni Rd	20 09 2023	*	Observations sent to const upit on 31 00 2023
8	PA	CE-C-South	Ambale	03.05.2023	31.08.2023	16.10.2023 GM/CR sanction obtained on 23.08.2023, CDC observations for the same sent on
9	PA	Sr DEN-North	Khadki	31 10 2022	06 12 2022	Application submitted to CRS on 08 12 2022 CRS sent observations regarding possibility to shift DS or provision of siding GM/CR sanction for grade infringement obtained on 22 no 2023.
10	PA	CE-C-South	Miraj	22 05 2023	15.08.2023	Sent to CRS on 29 09 2023 CRS sanction obtained on 18 09 2023. If took one month for sanction from CRS office.

Annexure-I

Existing provision:

Chapter II - STATIONS YARDS

Para 2

Note (f) There must be no change of grade within 30m of any points or crossings.

Proposed Modification:

Chapter II - STATIONS YARDS

Para 2

Note (f) There must be no change of grade within 30m of any points or crossings.

The powers of condonation for such infringement shall be with General Manager through Principal Chief Safety Officer (PCSO).

मध्यनेल/ CENTRAL RAILWAY



प्रधाम मुख्य अभियम्ता कार्यालय छत्रपतिशिवाजी महास्त्र टर्मिमस

西州第 - 400001

Principal Chief Engineer's Office, ChhatrapatiShivajiMaharaj Terminus,

MUMBAI-400001

Date: 31.10.2023

बोब्ब्बा/No. W.828/Y/PL/DRG/Policy.Vol-III

Additional Member (Civil Engineering), Railway Board, New Delhi.

Sub: Reforms in IRSOD for expeditious execution of works of yard remodelling. Condonation for change in grade within 30m for points and crossings.

On Central Railway, number of works of Doubling, 3rd& 4th Line, GC and Traffic facilities works are in progress/planned by various agencies viz. Construction Unit, RVNL etc. These works often involve yard remodeling wherein new points and crossings are introduced or existing ones get shifted /dismantled. There are multiple gradients in yard and many times, particularly in big and complex yards, it becomes practically impossible to locate points and crossings on same grade. As such, change of grade within 30 m of points and crossings becomes inevitable, thereby violating Chapter II - Station Yards: Para 2 Note(f) of IRSOD-

In such cases, application of condonation is submitted to Commissioner of Railway Safety through General Manager. Sanction from Commission takes considerable time resulting into delays in execution of important works of Doubling, Multi-tracking, GC and traffic facility works etc. In many cases, condonations are not being granted and CRS is insisting to regrade the yard or shift observations is many times is not feasible being cost intensive and time consuming and beyond scope of sanctioned works.

To alleviate such delays, Central Railway proposes that sanction of condonation by CRS (as per Chapter II Para 2 Note (f) of IRSOD-2022) may be dispensed with and power of condonation may be delegated to General Manager of Railway. If agreed to, it will help into expeditious execution of projects. Revised Amendment in relevant clause is enclosed as Annexure - I for consideration and approval of Board.

This has approval of General Manager/Central Railway.

DA: As above.

(Rajesi) Arora) Principal Chief Engineer

Mob No.8828110200

- (a) The supporting column of FOB deck and landing on platform shall be designed in such a way that there is no lateral bracing between two columns up to a height of 2400 mm from platform level to allow free movement of passengers.
- (b) The FOB structure as well as platform surface in the 'entire zone covering the members of FOB having horizontal clearance less than 5330 mm from centreline of track from PF level to 2400 mm above PF level' shall be painted with yellow and red retro reflective paint strips to alert the alighting passengers. No temporary or permanent structure, no stabling of hand trolley shall be permitted in this zone. This area shall be well illuminated during night time.
- (c) No Slewing of track towards adjoining platform shall be permitted in the FOB zone.
- (d) In any case, FOB landing width should not be more than 50% of Platform width.

- (a) The supporting column of FOB deck and landing on platform shall be designed in such a way that there is no lateral bracing between two columns up to a height of 2400 mm from platform level to allow free movement of passengers.
- (b) The FOB structure as well as platform surface in the 'entire zone covering the members of FOB having horizontal clearance less than 5330 mm from centreline of track from PF level to 2400 mm above PF level' shall be painted with yellow and red retro reflective paint strips to alert the alighting passengers. No temporary or permanent structure, no stabling of hand trolley shall be permitted in this zone. This area shall be well illuminated during night time.
- (c) No Slewing of track towards adjoining platform shall be permitted in the FOB zone.
- (d) In any case, FOB landing width should not be more than 50% of Platform width.

	Annexure-I
Existing Provision (IRSOD-22)	Revised provision (IRSOD-22) after proposed modification
Note 3 of Item no. 7(a)	Note 3 of Item no. 7(a)
7(a) Minimum horizontal distance of any building/structure on a passenger platform from centre line of track:	7(a) Minimum horizontal distance of any building/structure on a passenger platform from centre line of track:
i) From platform level to 5180mm increasing 305mm above platform uniformly to 5330mm level	i) From platform level to 5180mm increasing 305mm above platform uniformly to 5330mm level
ii) From 305mm above 5330mm platform level to 3430mm above rail level	ii) From 305mm above 5330mm platform level to 3430mm above rail level
iii) From 3430mm above rail level to	iii) From 3430mm above rail level to
(a) 4115mm above rail 5330mm decreasing level in case of existing uniformly to 3180mm works	(a) 4115mm above rail 5330mm decreasing level in case of existing uniformly to 3180mm works
(b) 4610mm above rail 5330mm decreasing level in case of new uniformly to 3180mm works or alterations to existing works	(b) 4610mm above rail 5330mm decreasing level in case of new uniformly to 3180mm works or alterations to existing works
Note:	Note:
(1) For the return end of platform fencing these dimensions may be reduced to 2740mm. (2) Isolated structures are covered in Item 8 below. (3) In Mumbai suburban area, when it is not possible to provide platform width to meet provisions at 7(a) (i), 7(a) (ii) and 7(a) (iii) above, the dimensions at 7(a) (i), 7(a) (ii) and 7(a) (iii) can be reduced by Commissioner of Railway Safety for construction of new foot over bridge on the platform, on case to case basis subject to stipulations (a), (b), (c) &(d) below, as under:	(1) For the return end of platform fencing these dimensions may be reduced to 2740mm. (2) Isolated structures are covered in Item 8 below. (3) In Mumbai suburban area, when it is not possible to provide platform width to meet provisions at 7(a) (i), 7(a) (ii) and 7(a) (iii) above, the dimensions at 7(a) (i), 7(a) (ii) and 7(a) (iii) can be reduced by General Manager for construction of new foot over bridges & other structures on the platform, on case to case basis subject to stipulations (a), (b), (c) &(d) below, as under:
i) From platform level to 4115mm 3430mm above rail level	i) From platform level to 4115mm 3430mm above rail level
ii) From 3430mm 4115mm decreasing above rail level to uniformly to 3810mm 4610mm above rail level	ii) From 3430mm 4115mmdecreasing above rail level to uniformly to 3810mm 4610mm above rail level

CENTRAL RAILWAY



Office of the Principal Chief Engineer Central Railway HQ CSMT, Mumbal-400001

No W.828/Y/Pt/DRG/Policy Vol III

Date: 28.08.2023

Additional Member (Civil Engineering), Railway Board, New Delhi.

Sub: - Process reforms for expeditious execution of works of Station Improvement, Foot over bridge, and Provision of Overheads decks, Provision of Escalators, Lifts etc.

Mumbai Suburban Rail network handles approx. 8 million commuters daily. Due to this heavy load of commuters, there is persistent demand for faster disposal of crowd at stations through provision of additional FOBs, Elevated Decks, Escalators, Lifts etc. Accordingly, a number of passenger amenity works of FOBs/Elevated Decks including Escalators, Lifts are in progress/planned by various agencies viz. Gati Shakti Unit, Mumbai Division, RLDA, MRVC etc. Due to limited width of Platforms in suburban section, these works often involve infringement to horizontal distance prescribed in Para 7(a) of IRSOD, for which application of condonation has to be submitted to CRS through GM/C.Rly. Such sanction from commission requires considerable time resulting into avoidable delays in execution of such important works of passenger amenity. Besides, there is no significant value addition by CRS office in the proposals of such condonations.

To alleviate such avoidable delays, Central Railway proposes that sanction of condonation by CRS (as per note no.3 of para 7(a) of IRSOD-2022) may be dispensed with and power of condonation may be delegated to General Manager of Railway. Revised Amendment in relevant clauses of IRSOD – 2022 item No. 7(a) of Chapter 2 is proposed at Annexure – I as enclosed. If agreed to, will be helpful in expeditious execution of projects.

This has approval of General Manager/Central Railway.

DA: As above,

(Rajesh Ardia) 19 Principal Ghief Engineer Central Railway / HQ

E-3379965





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



No.2021/CEDO/SD/IRSOD2021

New Delhi, dated 5.01.2024

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

Sub: Process reforms for expeditious execution of works of Station Improvement, Foot Over Bridge and Provision of Overhead decks, Provision of Escalators, Lift etc

Ref: PCE/CR letter no. W.828/Y/PL/DRG/Policy Vol-III dated 28.08.2023

Please find enclosed herewith PCE/CR letter no. W.828/Y/PL/DRG/Policy Vol-III dated 28.08.2023, wherein requested to amend note no. 3 of Para 7(a) of IRSOD-2022 from "sanction of condonation by CRS may be dispensed with and power of condonation may be delegated to General Manager of Railway."

In view of above, RDSO is requested to examine the issue and submit proposal for amendment in IRSOD-2022, if required at the earliest.

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. PCE, Central Railway, Hq. Office, CSTM, Mumbai

2. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow

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St No	Division	Unit	WA)	Amaricia CS### [OLDO]FH	In & Cronning infringument
		Unit	Station	Received date in HQ	Date sent to CRS	
1	88	Sr DEN-Last	Lonavala	16 03 2021	04 06 2021/ 10 08 2021/ 10 02 2022/ 11 04 2023	Remarks Compliant o report sont to CRS on 10 08 2021. CRS asked for Railway 28 10 2021 as per CRS/CC comments. Observation send to division 28 10 2021 as per CRS/CC comments. Observations received from CR on 28 01 2022. Proposal sent to CRS/CC on 10 02 2022. Observations soft to Division on 25 04 2022 as per comments by CRS/CC. Ovision submitted the proposal dated 18 08 2022. Proposal resubmit to CRS or 24 08 2022. Observation letter sent to division on 12 01 2023. Complainces received on 24 03 2023. Proposal sent to CRS/CC on 10 04 2023. CRS returned case on 19 04 2023. Observations sent to Division on 26 04 2023 as per comments by CRS/CC.
•,	88	St DEN HB	Vashi	31 08 2023	a de la companya della companya della companya de la companya della companya dell	Total as par corninents by CRS/CC
, 3	BSL	Sr DEN Last	Jalamb	07 02 2023	01 09 2023	CRS observation regarding shifting of grade post sent on 21 09 2023
4	BSL	Sr DEN Last	Bodwad	07 02 2023	28 06 2023 28 06 2023	18 09 2023 sent to const unit on 2009 2021
<u>.</u>	NGP	CE-C NW	Wardha	04 01 2023	18 08 2023	18 09 2023 sent to const unit on 20 09 2023 GM sanction obtained for Garde 2023
6	NGP	Sr DEN South	Ballarshah	04 08 2023		06 09 2023 File returned to Const unit on
1	NGP	CPM-I/NGP	Chikni Rd	20 09 2023	A	GM/CR sanction obtained on 28 08 2023 CRS observation regarding shifting of grade post sent on 21 09 2023
8	PA	CE-C-South	Ambale	03 05 2023		Observations sent to const unit on 2109 2023 Comapline partially recieved on 16.10 2023 and observations for the same sent on 16.10 2023
9	PA	Sr DEN North	Khadki		31 08 2023	GM/CR sanction obtained on 23 08 2023 CRS observation regarding shifting of grade post sent on 21 09 2023
			MIAUKI	31 10 2022	06 12 2022	Application submitted to CRS on 08 12 2022 CRS sent observations regarding possibility to shift DS or provision of siding GM/CR sanction for grade infringement obtained on 22 09 2022.
10	PA	CE-C-South	Miraj	22 05 2023		sent to CRS on 29 09 2023 CRS sanction obtained on 18 09 2023. It took one month for sanction from CRS office.

Annexure-I

Existing provision:

Chapter II - STATIONS YARDS

Para 2

Note (f) There must be no change of grade within 30m of any points or crossings.

Proposed Modification:

Chapter II - STATIONS YARDS

Para 2

Note (f) There must be no change of grade within 30m of any points or crossings. The powers of condonation for such infringement shall be with General Manager through Principal Chief Safety Officer (PCSO).

मध्यमेल/ CENTRAL RAILWAY



प्रधान मुक्क्य अभियम्ता कार्यालय छत्रपतिशिवाजी महासज टर्मिनस

गुरुवार्ड - 400001

Principal Chief Engineer's Office, ChhatrapatiShivajiMabaraj Terminus,

MUMBAI-400001. Date: 31.10.2023.

भंबळा/No. W.828/Y/PL/DRG/Policy.Vol-III

Additional Member (Civil Engineering), Railway Board, New Delhi.

Sub: Reforms in IRSOD for expeditious execution of works of yard remodelling- Condonation for change in grade within 30m for points and crossings.

On Central Railway, number of works of Doubling, 3rd& 4th Line, GC and Traffic facilities works are in progress/planned by various agencies viz. Construction Unit, RVNL etc. These works often involve yard remodeling wherein new points and crossings are introduced or existing ones get shifted /dismantled. There are multiple gradients in yard and many times, particularly in big and complex yards, it becomes practically impossible to locate points and crossings on same grade. As such, change of grade within 30 m of points and crossings becomes inevitable, thereby violating Chapter II - Station Yards: Para 2 Note(f) of IRSOD-

In such cases, application of condonation is submitted to Commissioner of Railway Safety through General Manager. Sanction from Commission takes considerable time resulting into delays in execution of important works of Doubling, Multi-tracking, GC and traffic facility works etc. In many cases, condonations are not being granted and CRS is insisting to regrade the yard or shift points and crossings to remove infringement of grade. The compliance of CRS's observations is many times is not feasible being cost intensive and time consuming and beyond scope of sanctioned works.

To alleviate such delays, Central Railway proposes that sanction of condonation by CRS (as per Chapter II Para 2 Note (f) of IRSOD-2022) may be dispensed with and power of condonation may be delegated to General Manager of Railway. If agreed to, it will help into expeditious execution of projects. Revised Amendment in relevant clause is enclosed as Annexure - I for consideration and approval of Board.

This has approval of General Manager/Central Railway.

DA: As above.

(Rajesh Arora) Principal Chief Engineer Mob No.8828110200





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



No.2021/CEDO/SD/IRSOD/2021/Pt-1

New Delhi, dated 22.01.2024

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

Sub: Reforms in IRSOD for expeditious execution of works of yard remodelling Condonation for change in grade within 30m for points and crossings.

Ref: letter no. W.828/Y/PL/DRG/Policy Vol-III dated 31.10.2023

One zonal railway has requested to amend note no. (f) of Para 2, Chapter-II of IRSOD-2022 from "sanction of condonation by CRS may be dispensed with and power of condonation may be delegated to General Manager of Railway."

In view of above, RDSO is requested to study & submit the technicality in the issue

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. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow

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- xiv. Instance of OHE tripping and sparks/flash over shall be documented and reported to RDSO every month.
- xv. Stipulated corridor blocks shall be regularly granted for ensuring track maintenance to required standards considering need of intensive track monitoring/maintenance at higher speed.
- xvi. Issues needing improvement in the design of the rolling stock shall be documented along with necessary details and shall be promptly reported to RDSO.
- xvii. Zonal railway shall comply with extant directives/guidelines of RDSO/Railway Board for 160 kmph train operation to ensure suitability of track/bridge/OHE/Signaling requirements for safe train operation at 160kmph.
- xviii. Earthing in the coach body and all panels shall be properly maintained.
- xix. All types of braking system shall be maintained and ensured to be in good working condition.
- xx. First train, shall be accompanied by SAG officers of Safety, Engineering, Mechanical, S&T, and TRD branch to confirm safe and satisfactory conditions for subject train for 160 kmph operation. They may impose SR if considered necessary for safety of train.

(नारप) 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/17/VandeBharat/NDLS-AGC/160 kmph

New Delhi, Dated 31.03.2023

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.12011/16/2022-23-T.W./NCR, dated 30.03.2023 & Q.12011/16/2022-23-T.W. NR, dated 30.03.2023
- 2. Executive Director (Standards) Motive Power, RDSO, Lucknow
- 3. Executive Director (Standards) Carriage, RDSO, Lucknow
- 4. Executive Director Mechanical Coaching, Railway Board

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

भ्रा._{'03}. 26 23 (गौरव)