भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
Fax (0522) 2458500

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310

AMENDMENT No.2 TO FINAL SPEED CERTIFICATE FOR OPERATION OF BOXNHA OVER IR

No.	MW / SPD /BG / BOXNHA/22.82t	Date	11.09.2020

(I) महाप्रबंधक (इंजी),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
6. दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर – 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, प्रयागराज – 211 011.
13. उत्तर पश्चिम रेलवे, जयपुर – 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली – 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर – 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

(II) प्रबन्ध निदेशक, डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन आफ इण्डिया लि0, पॉचवा तल, प्रगति मैदान मैट्रो स्टेशन बिल्डिंग काम्पलेक्स, नई दिल्ली–110 001

Sub:	**Amendment No. 2 to final speed certificate of Broad Gauge Bogie Open wagon type 'BOXNHA' with maximum axle load of 22.82t for operation at 75 kmph in loaded condition and 100 kmph in empty condition over Indian Railway B.G route.**
Ref:	(i) Final speed certificate No. MW/SPD/BG/BOXNHA/22.82t dated 31.03.2010 of BOXNHA with amendment No.1 dated 13.09.2013. (ii) Director Civil Engg. (Plg.) Railway Board's letter No. 2020/CE-II/TS/22.9 dated 20-08-2020.

******

1.0	Vide reference (i) above, final speed certificate followed by amendments no.1 of Broad Gauge Bogie Open wagon type 'BOXNHA' with maximum axle load of 22.82t for operation over Indian Railway B.G route, have been issued.
1.1	Railway Board vide letter no. 2017/CEDO/SR/17 dated 27.03.2018 has issued sanction for operation of 22.82t axle load BOXNHA wagons at 60 kmph in loaded & 90 kmph in empty condition.

2.0 Now, Railway Board, vide letter under reference (ii), has permitted operation of 22.82t axle load wagons at maximum speed of 75 kmph in loaded condition on 60 kg (90 UTS) rail of Indian Railway routes and advised to issue amendment to the final speed certificate.

3.0 In view of above, **Amendment No.2** with following modifications to the referred final speed certificate of BOXNHA is being issued: -

(i) **Para 1.3** of the final speed certificate replaced with following para.

"1.3 General Manager of Zonal Railway shall identify the route for operation of (CC+8+2)t/ (CC+6+2)t axle load wagon at 75kmph in terms of Railway Board letter No. 2020/CE-II/TS/22.9 dt 20.08.2020."

(ii) **Para 2.1 'Track'** of the referred final speed certificate of BOXNHA shall be read as below:

"**2.1 Track**

2.1.1 **For Empty condition**

(a) Minimum standard of 52kg (72UTS) rail, PSC sleeper with 1540 Nos/Km on ballast cushion below sleeper of 250mm, which may consist of at least 100mm clean and rest in caked up condition on compacted and stable formation for speed up to 60 kmph.

(b) Minimum standard of 52kg (90UTS) rail, PSC sleeper with 1540 Nos/Km on ballast cushion below sleeper of 250 mm, which may consist of at least 100mm clean and rest in caked up condition on compacted and stable formation for speed above 60 kmph and upto 100 kmph.

2.1.2 **For Loaded condition:**

2.1.2.1 **Speed up to 60 kmph**

The track shall be to a minimum standard of 52kg (90UTS) rail laid on PSC sleeper with 1540 Nos/Km on 300mm ballast cushion below the sleeper which may consist of 150mm clean and rest in caked up condition, on compacted and stable formation with the following conditions:

2.1.2.1.1 Operation of (CC+8+2)t on routes falling in Temperature Zone IV and Zone III as per IRPWM June -2020 would be as per Railway Board letter no 2019/CE-II/TSC/88/Puri dated 28.08.2020 with the following conditions for 52kg (90UTS rail) track:

(i) De-stressing temperature for LWR in Temperature Zone IV would be reduced by 5^0C (Tm to Tm+5).

(ii) USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8 GMT).

2.1.2.2 **Speed above 60 kmph and upto 75 kmph**

The track shall be to a minimum standard of 60kg (90UTS) rail laid on PSC sleeper with 1540 Nos/Km on 300mm ballast cushion below the sleeper which may consist of 150mm clean and rest in caked up condition, on compacted and stable formation with the following conditions :

(i) For temperature Zone IV as per IRPWM, de-stressing of LWR at reduced temperature (Tm to Tm+5) shall be completed before onset of winter season. If distressing in Zone IV is not done at lower temperature, loaded wagon will run at 60 kmph during the winter period of 1st of November to 28th /29th of February.

2.1.3 For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, instructions issued by Railway Board letter no.65/WDO/SR/26 dt 19/20.10.1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.

2.1.4 The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual, June 2020 but speed on curve in empty condition should not be more than 90 kmph.

2.1.5 The welds shall be protected by joggled fish plates as per provisions of USFD Manual and AT welding manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per provision of Indian Railways Permanent Way Manual, June - 2020. In addition, wherever condition warrants on account of corrosion on rail/weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating/ joggled fish plating.

2.1.6 Zonal Railway may ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Indian Railways Permanent Way Manual, June- 2020 regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination."

(iii) **Para 2.2 Bridges-** Clause nos 2.2.1, 2.2.2, 2.2.3,2.2.4, 2.2.6 & 2.2.7 of the referred final speed certificate of BOXNHA, as applicable, shall be replaced as below & clause 2.2.5(i) & 2.2.9 stands deleted and hence 2.2.5(ii) renumbered as 2.2.5:

"2.2.1 The clearance refers to Bridges "Standard Spans" with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987, HM Loading and 25T Loading-2008 Standard. However, the bearings of span 76.2m (clear) designed for BGML standard loading as per RDSO's drawing No. BA-11154 shall be strengthened by providing two additional anchor bolts.

2.2.2 Superstructure & Bearings of "Special Spans" (designed and constructed by Zonal Railways based on site requirements) including all arches and substructure of all bridges (all Standard Spans & Special Spans) are to be examined under the directions of the Chief Bridge Engineer concerned and certified safe with respect to current Indian Railway Standard Codes with up to-date correction slips.

2.2.3

(a) For regular operation in empty condition of BOXNHA wagon over Indian Railway B.G. routes, there are no speed restrictions on bridges of BGML/RBG/MBG/25T loding 2008, Loading Standards for proposed speed of 100 kmph.

(b) In loaded condition of BOXNHA wagon with C.G. height 1661 mm the following restrictions are applicable:-

(i) All standard spans upto 47.3 m (all effective) of BGML/RBG/MBG loading are restricted to 75 kmph.

(ii) Standard spans of BGML/MBG Loading 63.0 m & 78.8m (both effective) are restricted to 60 kmph.

(iii) Standard span of RBG Loading 63.0 m (effective) is restricted to 60 kmph and span of 78.8m (effective) is restricted to 50 kmph.

(iv) All standard spans of 25T Loading 2008, shall be fit for proposed speed of 75 kmph.

(c) Track on bridges and approaches of BGML loading standard spans 31.9m, 47.3m, 63.0m & 78.8m (all effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge rules. In cases where dispersion cannot be allowed as per clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge engineer concerned.

2.2.4 Other specific restrictions are applicable as mentioned in relevant speed certificates of hauling single/multiple locomotives, attached wagons issued by RDSO.

2.2.5(i) Deleted.
2.2.5(ii) Renumbered as 2.2.5.

2.2.6 The directives of RDSO for operation of (CC+8+2)t axle load 22.82t communicated vide RDSO letter no. CBS/Golden/Q/Strength dated 21/27-07-2009 & its amendment dated 25/09/2009 shall also be followed.

2.2.7 The above clauses have been arrived considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by concerned Chief Bridge Engineer of the Zonal Railway."

2.2.9 Deleted

(iv) **Para 2.3** of the referred final speed certificate of BOXNHA shall be read as below:

"2.3 Signalling

2.3.1 Provisions of GR, SR, IRSOD, SEM & all extant instructions issued from time to time as applicable shall be complied with.

2.3.2 In case train (having this wagon in its composition) having EBD of more than 1 Km and non provision of second distant signal/ 4 Aspect automatic signaling in the section, action as per A&C No. 09 of SEM Pt. – I shall be taken."

(v) **Para 2.5.3** under heading "General" stands deleted.

ENCLOSURES: / संलग्नक:	Nil

(Signed)

(वी. के. अग्रवाल)
कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि: सूचनार्थ (copy for information)

(1) सचिव (यांत्रिक/इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001
(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001

(3) महा प्रबंधक (मैकेनिकल/यातायात/संकेत एवं दूरसंचार),

(i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
(ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
(iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
(iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
(v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
(vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
(vii) पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
(viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
(ix) पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
(x) पूर्व मध्य रेलवे, हाजीपुर – 844 101.
(xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
(xii) उत्तर मध्य रेलवे, प्रयागराज – 211 011.
(xiii) उत्तर पश्चिम रेलवे, जयपुर – 302 006.
(xiv) दक्षिण पश्चिम रेलवे, हुबली – 580 023.
(xv) पश्चिम मध्य रेलवे, जबलपुर – 482 001.
(xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

(4) अध्यक्ष एवं प्रबंध निदेशक, कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर, नवी मुम्बई – 400614

ENCLOSURES: / संलग्नक:	Nil

Digitally signed by VINAY KUMAR AGARWAL
Date:Fri Sep 11 18:20:27 IST 2020
Reason: Approved

(वी. के. अग्रवाल)
कार्यकारी निदेशक मानक/चालन शक्ति

फैक्स/Fax : 91-0522-2452494
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK' Lucknow
टेलीफोन/Tele: 2451200 (PBX)
2465775 (DID)

सत्यमेव जयते

भारत सरकार –रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011

Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow – 226011

No. MW/SPD/BG/BOXNHA/22.82 t

Dated : 31 .03.2010

The General Manager (Engg.)

1. Northern Railway, Baroda House, New Delhi – 110 001.
2. Central Railway, Chhatrapati Shivaji Terminus, Mumbai – 400 001.
3. Eastern Railway, Fairlie place, Kolkata – 700 001.
4. Western Railway, Churchgate, Mumbai – 400 020.
5. Southern Railway, Park Town, Chennai – 600 003.
6. South Central Railway, Rail Nilayam, Secunderabad – 500 071.
7. South Eastern Railway, Garden Reach, Kolkata – 700 043.
8. North Eastern Railway, Gorakhpur – 273 001.
9. North East Frontier Railway, Maligaon, Guwahati – 781 011.
10. East Central Railway, Hajipur – 844 101.
11. North Central Railway, Allahabad – 211 001
12. North Western Railway, Jaipur – 302 006.
13. South Western Railway, Hubli – 580 023.
14. East Coast Railway, Railway Complex, Bhubaneswar – 751 023.
15. West Central Railway, Jabalpur – 482 001.
16. South East Central Railway, Bilaspur – 495 004.

Sub: Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie Open Wagon type BOXNHA.

1.0 Broad Gauge bogie open wagon type BOXNHA having maximum axle load of 22.82 t (CC+8t+2t) is same as existing 22.1 t axle load BOXNHA wagon. All dimensions, bogie particulars except suspension, purpose etc. are same. The leading particulars of the wagon are indicated in RDSO Drg. No. WD-98015-S-00.

1.1 Oscillation trials on BOXNHA wagon in empty and loaded condition (loaded with 23.5t axle load), were conducted on Sultanpur-Adhanpur section of Northern Railway. Test period was December 1998 - January 19999 and the results of the trials were issued vide RDSO's report No. MT-169 of April 1999.

1.2 The results indicate that BONXHA wagon has shown satisfactory performance upto a test speed of 110 kmph in empty condition and loaded condition on straight, station yard and at 100 kmph on 2° curve maintained to normal main line standards.

1.3 Before actual implementation of train operation as per this speed certificate, specific approval of Railway Board shall be obtained as stipulated in Board's letter no. 2005/CE-II/TS/7 dated 01.05.06.

2.0 On the basis of the above results, it is certified that BONXHA wagon with axle load of 22.82t (CC+8t+2t) may be permitted to run up to a maximum speed of 75 kmph in loaded condition and 100 kmph in empty condition, subject to the following conditions:-

2.1 **Track**

2.1.1 The track shall be to a minimum standard of 60Kg rail (90UTS) on sleeper with M+7 density and minimum depth of ballast cushion below sleeper of 300mm, which may consist of at least 150mm clean and the rest in caked up condition on compact and stable formation- Maximum permissible Speed up to 75Kmph for loaded condition and 100Kmph in empty condition.

2.1.2 The track shall be to a minimum standard of 52Kg rail (72UTS) on sleeper with M+7 density and minimum depth of ballast cushion below sleeper of 250mm, which may consist of at least 100mm clean and the rest in caked up condition on compact and stable formation- Maximum permissible Speed up to 60Kmph for loaded condition and 100Kmph in empty condition.

2.1.3 The track shall be to a minimum standard of 90R rail on sleeper with M+4 density and minimum depth of ballast cushion below sleeper of 200mm, which may consist of at least 75mm clean and the rest in caked up condition on compact and stable formation- Maximum permissible Speed up to 30Kmph in loaded condition(on provisional basis and the same is subject to review based on results of Pilot Project) and 100Kmph in empty condition.

2.1.4 Wherever condition warrant on account of corrosion on rail/weld collar, wear of rail, cupping in the welds necessary precautions should be taken for fish plating/ joggle fish plating of the rail/weld.

2.1.5 Zonal Railways may impose such further restrictions of speed as deemed fit, based on the age and condition of track and the extent of rail fractures/weld failures/defect generation rate occurring in the sections.

2.1.6 The maximum permissible speed on curves to be decided on the basis of the existing provision of Indian Railway Permanent Way Manual Reprint-2004 but speed in empty condition should not be more than 90 kmph.

2.1.7 For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, Railway Board's letter No. 65/WDO/SR/26 dated 19/20-10-1966 may be seen. When the Chief Engineer considers that the road bed is not compacted, or there is improper drainage, he

may suitably restrict the maximum permissible speed depending upon the local conditions. This shall be applicable to loaded as well as empty wagons.

2.2 Bridges

2.2.1 The clearance refers to bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 standard loadings. However the bearings of span 78.8 m (effective) designed for BGML standard loading as per RDSO's drawing No. BA-11154 considering dispersion of the longitudinal force, should be strengthened by providing two additional anchor bolts, so as to make the span fit for 60 kmph.

2.2.2 Superstructures & bearings of non-standard spans including Arches and sub-structures of all bridges are to be examined under the direction of the Chief Bridge Engineer concern and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Sub-Structures and Foundation Code etc. read with up-to-date correction slips.

2.2.3 In loaded condition, the following restrictions are applicable :

(i) For single headed operation, track on bridges and approaches of BGML spans 78.8m (effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.

(ii) For double headed operation, track on bridges and approaches of BGML spans 47.3 m ,63.0 m and 78.8 m (all effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.

2.2.4 Other specific restrictions are applicable which are indicated in relevant Speed Certificates of hauling single/multiple locomotives issued by RDSO.

2.2.5 (I) In loaded condition following restriction will be applicable.

a. RBG/MBG/BGML span 47.25m (effective) is restricted to 70 kmph.

b. RBG/MBG/BGML span 63.0m (effective) is restricted to 50 kmph.

c. RBG/MBG/BGML span 78.8m (effective) is restricted to 50 kmph.

(II) The clearance is subject to the following parameters of BOXNHA wagon.

(i)	Maximum axle load (loaded)	: 22.82t.
(ii)	Maximum axle load (Empty)	: 5.79t
(iii)	Maximum C.G height from Rail level (Empty)	: 1056 mm
(iv)	Maximum C.G height from Rail level (loaded)	: 1661 mm
(v)	Maximum braking force at rail level per axle	: 10 % of axle load

2.2.6 The directives of Railway Board regarding operation of BOXNHA with 22.82 t axle load (CC+8t+2t) will be same , as for BOXN (CC+8t+2t) communicated vide Railway Board's letter no.2003/CE-II/TS/5 Vol I dt.4-5-2005 shall be strictly adhered to.

2.2.7 Zonal Railways to certify adequacy of existing bridges for permitting rolling stock based on physical condition of bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of Railway.

2.2.8 Location of Bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.

2.2.9 The directives of RDSO for operation of (CC+8t+2t), axle load 22.82 t communicated vide RDSO letter no.CBS/[illegible]/Strength dated [illegible] shall also be followed.

2.3 Signalling

2.3.1 Provision of GR, SR, SEM and all extent instructions issued from time to time shall be complied with.

2.3.2 On the sections where EBD of more than 1Km. is to be catered for , second distant signal or automatic signalling should be available failing which suitable speed restriction is to be imposed.

2.4 Rolling Stock

2.4.1 Before initiating the operation, CME of the railway will certify the track worthiness and safety of the rolling stock. He will also ensure the proper maintenance of the stock.

2.4.2 For movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer of Railway shall be referred to.

2.5 **General**

2.5.1 All the permanent and temporary speed restrictions enforced and those that may be imposed from time to time due to track, bridges, curves, signaling and interlocking etc shall be observed.

2.5.2 The design of BOXNHA wagon does not infringe to chapter IV(A) of Indian Railway Schedule of Dimensions B.G. revised 2004.

2.5.3 The validity of this speed certificate for operation of BOXNHA wagon with 22.82t axle load (CC+8t+2t loading), shall be up to the currency of the pilot project as stipulated by Railway Board.

Encl: Drg. No. WD-98015-S-00

(S. Mani)
Executive Director Standards (Motive Power)

Copy for information to:

(1) The Secretary (Mech./Engg.), Railway Board, Rail Bhavan, New Delhi – 110 001.
(2) The General Manager (Mech./Optg.):
(i) Northern Railway, Baroda House, New Delhi – 110 001.
(ii) Central Railway, Chhatrapati Shivaji Terminus, Mumbai – 400 001.
(iii) Eastern Railway, Fairlie place, Kolkata – 700 001.
(iv) Western Railway, Churchgate, Mumbai – 400 020.
(v) Southern Railway, Park Town, Chennai – 600 003.
(vi) South Central Railway, Rail Nilayam, Secunderabad – 500 071.
(vii) South Eastern Railway, Garden Reach, Kolkata – 700 043.
(viii)North Eastern Railway, Gorakhpur – 273 001.
(ix) North East Frontier Railway, Maligaon, Guwahati – 781 011.
(x) East Central Railway, Hajipur – 844 101.
(xi) North Central Railway, Allahabad – 211 001
(xii) North Western Railway, Jaipur – 302 006.
(xiii) South Western Railway, Hubli – 580 023.
(xiv)East Coast Railway, Railway Complex, Bhubaneswar – 751 023.
(xv) West Central Railway, Jabalpur – 482 001.
(xvi) South East Central Railway, Bilaspur – 495 004.

Encl: Drg. No. WD-98015-S-00.

(S. Mani)
Executive Director Standards (Motive Power)

4654

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
Fax (0522) 2458500

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310

Fax No. 0522-2453916

No. MW/SPD/BG

Dated : 13.09.2013

महा प्रबंधक (इंजी),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
6. दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर – 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर – 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली – 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर – 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.
17. कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर, नवी मुम्बई – 400614

Sub:

(i) Corrigendum No. 5 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXN.

(ii) Corrigendum No. 2 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNM1.

(iii) Amendment No. 2 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNM1 on Ghaziabad-Mughalsarai section of Allahabad Division in North Central Railway.

(iv) Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNHSM1 on Ghaziabad-Mughalsarai section of Allahabad Division in North Central Railway.

(v) Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNHSM1.

(vi) Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNHA.

(vii) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNHAM.**

(viii) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie open Wagon type BOXNUGB.**

(ix) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie Covered Wagon type BCNM1.**

(x) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie Covered Wagon type BCNAM1.**

(xi) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie Covered Wagon type BCNAHSM1.**

(xii) **Amendment No. 1 to Final Speed Certificate for maximum permissible Speed of 22.82t (CC+8t+2t) axle load Broad Gauge Bogie Covered Wagon type BCNHSM1.**

Ref (i) Railway Board letter no. 2008/CE-II/TS/2(Pt.I) dated 09-07-2010.
(ii) RDSO speed Certificate of even No. dated 19-01-2006 followed by Corrigendum no.1 dated 17-02-2006, Corrigendum no.2 dated 28-03-2006 Corrigendum no.3 dated 27-07-2006 and Corrigendum no.4 dated 28-10-2006.
(iii) RDSO speed certificate of even No. dated 25-04-2006 followed by Corrigendum no.1 dated 28-10-2006.
(iv) RDSO speed certificate of even No. dated 06-07-2009 followed by Amendment No.1 dated 14-07-2009.
(v) RDSO speed Certificate of even No. dated 22-07-2009.
(vi) RDSO speed Certificate of even No. dated 05-05-2011.
(vii) RDSO speed Certificate of even No. dated 31-03-2010.
(viii) RDSO speed Certificate of even No. dated 11-02-2011.
(ix) RDSO speed Certificate of even No. dated 24-09-2010.
(x) RDSO speed Certificate of even No. dated 05-05-2011.
(xi) RDSO speed Certificate of even No. dated 05-05-2011 .
(xii) RDSO speed Certificate of even No. dated 10-06-2010.
(xiii) RDSO speed Certificate of even No. dated 20-10-2010.
(xiv) Railway Board letter no. 2011/CE-II/TS/3 dated 17-02-2012.

1.0 Vide referred (ii) to (xiii)above, RDSO has issued 12 nos. final speed certificates for operation of various wagons i.e BOXN, BOXNM1, BOXNHSM1, BOXNHA, BOXNHAM, BOXNUGB, BCNM1, BCNAM1, BCNAHSM1and BCNHSM1 with validity upto the currency of pilot project as stipulated by Railway Board.

Now Railway Board has regularized the running of CC+8t+2t loaded wagons on routes notified for this purpose vide letter no. referred at (i) above. The matter has been examined by RDSO and in accordance with Railway Board directives,

it has been decided to regularize operations of wagons loaded upto CC+8t+2t on the routes specified by Railway Board.

2.0 Accordingly :

Para no. 2.5.3 of all speed certificates referred above{ reference (ii) to (xiii)} be deemed as amended and to be read as under:-

" 2.5.3

(i) Running of CC+8+2 loaded wagons which was permitted as pilot project is now regularized on routes already notified for this purpose.

(ii) Railways will continue to send the quarterly review reports and monthly overloading reports on the proforma prescribed by the Board as is the practice in vogue on date.

(iii) The procedure for notification of the new routes for CC+8+2 laded wagon trains will remain unchanged."

संलग्नक: (i) Railway Board letter no. 2008/CE-II/TS/2(Pt.I) dated 09-07-2010.
(ii)Railway Board letter no. 2011/CE-II/TS/3 dated 17-02-2012.

(राजीव विश्नोई)
वरि0 कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

(1) सचिव (यांत्रिक/इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001

(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001

(3) महा प्रबंधक (यांत्रिक/यातायात/संकेत एवं दूरसंचार),

(i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
(ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
(iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
(iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
(v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
(vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
(vii) पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
(viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
(ix) पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
(x) पूर्व मध्य रेलवे, हाजीपुर – 844 101.
(xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा,भुवनेश्वर,–751 016.
(xii) उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.

(xiii) उत्तर पश्चिम रेलवे, जयपुर – 302 006.
(xiv) दक्षिण पश्चिम रेलवे, हुबली – 580 023.
(xv) पश्चिम मध्य रेलवे, जबलपुर – 482 001.
(xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.
(xvii) कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर,नवी मुम्बई – 400614

संलग्नक: (i) Railway Board letter no. 2008/CE-II/TS/2(Pt.I) dated 09-07-2010.
(ii)Railway Board letter no. 2011/CE-II/TS/3 dated 17-02-2012.

(राजीव विश्नोई)
वरि0 कार्यकारी निदेशक मानक/चालन शक्ति