



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

सं. 2011/CEDO/SR/Misc./1

New Delhi, Dated 17.09.2013

The General Manager,  
All Indian Railways.

विषय : Sanction for increase in sectional speed on already opened Railways.

संदर्भ : GM/SER's letter no. TC/RS/INPUTS/713, dated 31.05.2013.

1. Vide reference above, GM/SER has raised the issue of LHB trains being cleared by CRS for operation at 105 kmph speed even on the sections where ICF trains were already running at 110 kmph. It has further been brought out by SER that stipulation made in Policy Circular no. 7 to the effect that *"For permitting speed above 105 kmph on Broad Gauge, the track on the route shall be maintained to standards prescribed in Para 607 of Indian Railway Permanent Way Manual (IRPWM)"*, is likely to create problem in increasing speed of LHB coaches to 110 kmph on these sections, even though LHB coaches have better suspension vis-a-vis ICF coaches.
2. The matter has been examined in Board. It is pertinent to mention here that while Policy Circular no. 6 is on "Procedure for certification of maximum permissible speed for rolling stock"; Policy Circular no. 7 is for "Opening of sections and sanction of sectional speed on Indian Railways".

Running of trains on a Railway system is organised by the Zonal Railway based on sanction of sectional speed, accorded by the CRS while opening the section or modified subsequently, as per sanction given by CRS. Similarly, maximum permissible speed for a rolling stock and its running on the Railway system is based on speed potential of that rolling stock, as certified by RDSO in the Speed Certificate for the concerned rolling stock and sanctions accorded by the concerned CRS on the application of Zonal Railways in terms of provisions of Policy Circular no. 6.

In the instant case, as mentioned by S.E. Railway, it is understood that ICF coaches are already running at a speed of 110 kmph. It is, therefore, implied that sectional speed of those sections is at least 110 kmph. In such a scenario, if the sanctioned speed of the so-referred LHB coach is 110 kmph or more as per speed certificate issued by RDSO; there should not be any reason to restrict the speed

of such LHB coaches to less than 110 kmph while running on various sections of IR. It is also pertinent to mention here that track maintenance standards for 105 kmph and 110 kmph speed are same.

3. In view of above, Railways are advised to sort out the matter with CRS at their level and no further clarification from Board is considered necessary at this stage.
4. This issues with the approval of Board (MM and ME).



(आलोक कुमार)

कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2011/CEDO/SR/Misc./1

New Delhi, Dated 17.09.2013

Copy for information and necessary action to :

- GM/NFR - This connects his letter no. W/168/CRS/2010/TK, dated 13.6.13 in connection with raising speed of trains on New Jalpaiguri - New Bongaigaon section
- GM/NCR - This connects his letter no. Mech./751/CRS, dated 05.08.13.
- Director General, RDSO, Manak Nagar, Lucknow.
- Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.