GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2014/M (N)/951/8 Pt

Rail Bhavan, New Delhi-110001, dated 25.06.2018

P.C.M.Es., All Indian Railways
CAO, COFMOW, New Delhi
CAO, WPO, Patna
CAO, RWP, Bela
Director, IIRIMEE, Jamalpur

Sub: Action items decided during Workshop on Increasing Average speed of Trains

Ref: PED/Mobility, RB’s Ir.No.2018/Mobility/2/8/Workshop dt.11/6/18

With reference to Board’s letter above, remarks on the action item pertaining to Rolling Stock Directorate are enclosed herewith for your information please.

Encl.: as above

(AAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board
WORKSHOP ON INCREASING AVERAGE SPEED OF TRAINS: ACTION ITEMS

The remarks on the action item decided during the workshop are as below:

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<tr>
<th>S.No.</th>
<th>Remarks on the action item</th>
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<tr>
<td>1</td>
<td>The maximum permissible speed of freight stock with 22.9T axle load as derived from oscillation trial is already between 75-100 kmph. For some of the newly designed stock, whose provisional certificate has been issued for 60 or 65 kmph, oscillation trials are already planned on the newly identified common wagon testing track on NCR (MBA-KURJ). The speed restriction of 60 kmph on 22.9T axle load and 45 kmph on 25T axle load is arising out of CCRS recommendation and not on any technical ground. Engg Directorate has however some reservation about running of goods trains as per certification by RDSO on account of strength of rails. Hence, Engg directorate may be pursued to advise CCRS to change its recommendation so that wagons are permitted to run at 75-100kmph speed.</td>
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<td>2</td>
<td>Modification of Policy Circular-6 is currently under consideration of Railway Board.</td>
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<td>7</td>
<td>The issue of universalisation on CC rake has been raised on the previous conclave based on which it was decided by Board that this issue will be studied in detail by RITES. The study by RITES is already underway and the Interim Report has been submitted by RITES. The Interim Report has come out with the following findings: (a) Between 20-30% of the rakes are running with wrong lds on FOIS, which is causing movement of rakes in a wrong directions leading to infructuous freight rake movement. (b) CC rakes are designed to run by close circuit and it is only when they move out of their close circuit that in some case they have to be moved back empty to their base or their designated close circuit. The actual incidence of such move is nominal. (c) The examination periodicity of 7500 km is three times that of its nearest rival i.e. US Roads, which follow periodicity 1600/2400 km and is also backed by wayside monitoring system of various types. The extended periodicity maintenance system of IR is innovation, which is intrinsically based on the concept of ownership being exercised by depot and has been intended to be applied on rakes running in closed circuit. (d) The incidence of rakes reaching wrong base depot and traffic being forced to move it to other depot empty are hardly 2-3% and as such this problem does not merit such action. Accordingly, the universalisation of close circuit examination system is found to be an undesirable dilution of the existing scheme of maintenance, which is already much more relaxed compared to any standard followed by the other railway systems of the world. Any further dilution or relaxation is going to have serious safety implication and an instruction to railway after due examination and approval of competent authority has been communicated to Railways vide Board’s letter No.2018/M(N)/951/23 Pt. Dt.03.05.2018.</td>
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<td>11</td>
<td>RDSO is conducting a study to increase the powering in MEMU to increase acceleration &amp; average speed. RDSO is likely to submit the report within 15 days time a month.</td>
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<td>12</td>
<td>The twin pipe conversion in workshops is to be made compulsorily during P-1. Workshops have already started conversion under contracts finalised by Zonal Railways. In some case, there are delays in ensuring 100% conversion, which is being sorted out on zonal Railways. It is expected that by 2021, all wagons would be fitted with twin pipe system.</td>
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<td>13</td>
<td>The LHB coaches are capable of running at 160 kmph. Thus, presently the LHB coaches could be utilized for running trains at 160 kmph on GQ and diagonals and 130 kmph on the remaining network or as per the maximum speed permitted up to 160 kmph. Apart from this ICF is manufacturing Train 18, which are train sets capable of running at 160 kmph. ICF would also be inviting tenders for manufacture of Train 20 which are train sets of new design for which specifications are under finalization by Committee headed by PCME/ICF. A proposal for manufacture of light weight aluminium coaches along with TOT was moved for the Works Programme 2018-19. However, it was decided that DPR has to be first prepared before the proposal could be included in the works Programme. Accordingly, MCF has been directed to make a DPR for the manufacture of light weight aluminium coaches along with TOT at MCF. Once the proposal is received from MCF, the same will be put up for consideration of the Board and decision thereof.</td>
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