

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2011/Proj./BB/30/5/SoD

New Delhi, Dated 26.03.2014

Managing Director,
Mumbai Metro One Private Limited,
Mumbai Metro One Depot, D N Nagar,
J.P. Road, 4 Bungalows,
Andheri (West), Mumbai-400053

Sub: MMOPL-VAG Corridor: Approval of Track Structure for VAG corridor of MMOPL.

- Ref: i. MMOPL's letter no. MMOPL/App/2013/46 dt. 09.08.2013.
- ii. MMOPL's letter no. MMOPL/App/2013/62 dt. 18.11.2013.
- iii. This office letter of even no. dt. 03.01.2014.
- iv. MMOPL's letter no. MMOPL/App/2013/76 dt. 14.01.2014.

1. Railways, vide letter under reference iii had approved C-1 of certification manual (track structure) in connection with VAG corridor of MMOPL, subject to certain conditions/stipulations .

2. One of the conditions related to rails in para 2(v) of letter under reference iii is that :

" Maximum permissible operational speed shall be restricted to 50 kmph for the first one year after which permissible speed shall be reviewed based upon USFD data, rail wear data and fracture data . However, it is further stipulated that trials may be conducted at higher speed, as permitted by system adopted by MMOPL."

This was based on the test results of R-350 HT grade rails submitted by MMOPL.

3. Subsequently, MMOPL vide letter under reference iv have brought out that head hardened rails (R-350 HT grade) have only been used in curves sharper than 400m radii on main line and yard lines. For other curves, straight reaches of main line and yard lines, normal rails of R-260 grade have been used. MMOPL submitted the test results of R-260 grade rails vide letter dt. 19.02.2014. These test results, based on information furnished by MMOPL regarding heat size, period of rolling of rails and other such information which have bearing on test frequency and other clarifications have been examined in Board's office in consultation with RDSO. Approval is hereby conveyed to permit the design speed to 90 kmph and the maximum commercial speed to 80 kmph only for the locations where R-260 grade rails have been used on the main line of VAG corridor subject to the following conditions :-

- a. MMOPL shall take all necessary and effective steps to monitor the impact loading and rail stresses to ensure that track is not subjected to impact loading beyond designed loads and rail stresses are not exceeded.
- b. Dynamic finite element modeling analysis shall also be carried out by MMOPL and report containing observations, conclusions and recommendations be furnished.

Manojly
For RDSO

Approval of adequacy and efficacy of measures taken for (a) and (b) above from Railways after their installation and commissioning shall be a pre-requisite for increasing the speed beyond 50 kmph. All other conditions as mentioned in para 2 of this office letter dated 03.01.14 shall also be applicable for the R-260 grade rails.

27/3/14
रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
हस्ताक्षर सहित जारी
Issue with Enclosure
Signature.....
Date of Issue

Ruth Changsan
26.03.14
(Ruth Changsan)
Director/Works Planning
Railway Board
011-23097061