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

PROVISIONAL SPEED CERTIFICATE FOR OPERATION

No.	TM/HM/S082/DUOMATIC/DFCCIL	Date	As signed

(A) महाप्रबन्धक (इंजीनियरिंग),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता– 700 001
3. उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली– 110 001
4. पूर्वोत्तर रेलवे, गोरखपुर– 273 001
5. पूर्वोत्तर फ्रन्टियर रेलवे, मालीगॉव, गुवाहाटी– 781 011
6. दक्षिण रेलवे, एनेक्सी, पार्क टाऊन, चेन्नई– 600 003
7. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद– 500 071
8. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता– 700 043
9. पश्चिम रेलवे, चर्चगेट, मुम्बई– 400020
10. उत्तर मध्य रेलवे, प्रयागराज– 211 001
11. उत्तर पश्चिम रेलवे, जयपुर– 302 006
12. पूर्व मध्य रेलवे, हाजीपुर– 844 101
13. पूर्व तट रेलवे, रेलवे कॉम्पलेक्स, भुवनेश्वर– 751 023
14. दक्षिण पश्चिम रेलवे, हुबली– 580 023
15. पश्चिम मध्य रेलवे, जबलपुर– 482 001
16. दक्षिण पूर्व मध्य रेलवे, बिलासपुर– 495 004

(B) प्रबन्ध निदेशक,

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि0 पाँचवा तल, प्रगति मैदान मेट्रो स्टेशन बिल्डिंग कॉम्पलेक्स नई दिल्ली–110 001

Sub.	Provisional Speed Certificate for operation of Duo-matic Two Sleepers Tamping Machine Model 09-32CSM(Transportation code CSM Duo D), supplied by M/s Plasser, India upto maximum speed of 60 kmph when running on its own power as well as when running in train formation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of Indian Railway.

Ref.	DFCCIL letter No. HQ/ENWC/PWC(PnE)/1/2020(6106) dated 05.05.2022

1.0	**IMPORTANT PARAMETERS RELATED TO ROLLING STOCK**

Type	**Final / Provisional / Oscillation Trial / COCR Movement**	Provisional

Validity/ Period or Permanent	IR / Sectional/ DFCCIL	5Years/ IR & Routes of Eastern & Western DFCCIL.

Stock Name	Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM	**Max. Axle Load (Empty)**	15t	**Max. Axle Load (Loaded)**	15t

Transportation Code	**CSM Duo D**	**GA Drg. No.**	M/s Plasser, India GA Drg. No. UD00.762-IN Ver.03

Bogie Arrgt. Drg. No.	Drive Bogie: M/s Plasser, India Drg. No. UD61.22000-SP1668/1676 Ver.1 Running Bogie: M/s Plasser, India Drg. No. UD61.22100-SP1668/1676 Ver.1	**Suspension Arrgt. Drg. No.**	M/s Plasser, India Drg. No. UD62.3750-IND Ver.2

Commodity	Coal / Ore / Steel /Bagged / Oil /etc.	NA	**Gauge**	BG	

Type of Bogie	Drive Bogie: M/s Plasser, India Drg. No. UD61.22000-SP1668/1676 Ver.1 Running Bogie: M/s Plasser, India Drg. No. UD61.22100-SP1668/1676 Ver.1	**Type of Coupler**	RDSO's Drg.No.2000/8A/M	**Wheel Dia (mm)**	**New** 730mm / **Worn** 710mm

Max. Permissible Speed over IR as well as over routes of Eastern & Western DFCCIL.	**Own Power**	60 kmph	**Train Formation**	60 kmph	

2.0	**INTRODUCTION**

2. 1	Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India as per their GA Drg. No. UD00.762-IN Ver.03 is a self-propelled machine and is used for lifting, leveling, lining and tamping of plain track.
2. 2	Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India is having maximum axle load, rigid wheel base and wheel diameter are 15t, 1830 mm and 730 mm respectively. Coupler is provided as per Indian Railway Standard RDSO's Drg.No.2000/8A/M and Air Brake System is as per M/s Plasser, India Drg. No. 56996-PS-E01 Ver.2. The suspension arrangement as per M/s Plasser, India Drg. No. UD62.3750-IND Ver.2. The design speed of machine is 100 kmph when running on its own power as well as when running in train formation as a dead vehicle. The design details are given in Annexure-A.

3.0	Based on design features, details given in Annexure-A and dynamic simulation results of Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India, it is certified that the machine as per M/s Plasser, India drawing No. UD00.762-IN Ver.03 may be permitted provisionally to run up to maximum permissible speed of 60 kmph when running on its own power as well as when running in train formation as last vehicle and as a dead vehicle for operation over Indian Railways and over routes of Eastern & Western dedicated freight corridors of Indian Railway, subject to the following conditions : -
3.1	**TRACK**

3.1.1	**FOR INDIAN RAILWAYS**				
3.1.1.1	**The track shall be to a minimum standard of-**				
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed (own power)**	**Max. Speed (train formation)**
	52 kg (72 UTS)	1540 Nos./km PSC Sleeper	250mm (100mm clean & rest in caked up condition on compacted and stable formation)	Upto 60 kmph	Upto 60 kmph
3.1.1.2	Track geometry standards shall be maintained to as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522.				
3.1.1.3	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's vide 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.				
3.1.1.4	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. Maximum cant deficiency permissible would be 75 mm.				
3.1.1.5	The welds shall be protected by joggled fish plates as per provisions of USFD Manual and Indian Railways Permanent Way Manual, June-2020 and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per provisions 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.				
3.1.1.6	Zonal Railways shall ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per the provisions of Indian Railways Permanent Way Manual, June-2020, regarding permanent way renewals and shall suitably restrict maximum speed of operation based on such examination.				

3.1.2	**FOR EASTERN & WESTERN DEDICATED FREIGHT CORRIDORS OF DFCCIL**				
3.1.2.1	**The track shall be to a minimum standard of-**				
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed (own power)**	**Max. Speed (train formation)**
	60 kg (90 UTS)	1660 Nos./Km PSC sleeper	300 mm (200 mm clean & rest in caked up condition on compacted and stable formation)	60 kmph	60 kmph

3.1.2.2	Track geometry standards shall be maintained to as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522.
3.1.2.3	For track maintained to lower standard than that mentioned above, the Chief Engineer/GGM (Engg.) concerned shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, instructions issued by Railway Board's letter no. 65/WDO/SR/26 dated 19/20.10.1966 may be seen. When the Chief Engineer/GGM (Engg.) considers that the road bed is not compacted or there is improper drainage, he shall suitably restrict the maximum permissible speed depending upon the local conditions.
3.1.2.4	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. Maximum cant deficiency permitted would be 75mm.
3.1.2.5	The welds shall be protected by joggled fish plates as per provisions of USFD Manual and Indian Railways Permanent Way Manual, June-2020 and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per provisions 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.
3.1.2.6	DFCCIL shall ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per the 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.

3.2	**BRIDGE STIPULATIONS**

3.2.1	**FOR INDIAN RAILWAYS**
3.2.1.1	The clearance refers to "Standard RDSO Spans" bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG, MBG and 25t-2008 standard loadings.
3.2.1.2	Superstructures & bearings of "Special Spans" (designed and constructed by Zonal Railways based on site requirements), Arches and sub-structures (including foundation) of all bridges (Standard RDSO spans and Special Spans) are to be got examined by the Chief Bridge Engineer and certified safe with respect to current Indian Railway standard codes with up to-date correction slips.
3.2.1.3	The clearance is subject to the following parameters of Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India: -

Rolling Stock	**Maximum axle load (t)**	**Maximum tractive effort per axle (t)**	**Maximum braking force at rail level per axle (t)**	**Maximum CG height from rail level(mm)**

	Duo-matic Two Sleepers Tamping Machine	15	2.2	3	1142

3.2.1.4	All Standard RDSO spans of BGML, RBG, MBG and 25t-2008 loading are restricted for speed of 60 kmph when running on its own power as well as when running in train formation.
3.2.1.5	During operation of Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM with single/multiple locomotives and other rolling stocks, the speed certificate issued by RDSO of the single/multiple locomotives/rolling stocks in empty/loaded condition shall be strictly complied with. Therefore, speed certificate of each single/multiple locomotive and rolling stocks in train formation should be examined carefully & speed restriction/strengthening/prohibition/any other restriction shall be imposed according to most restrictive rolling stock/locomotive/multiple locomotives in train formation.
3.2.1.6	Location of bridges on which speed restrictions are imposed should be notified by the Railways and incorporated in the working timetable.
3.2.1.7	The above clauses have been arrived at considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by Chief Bridge Engineer of Zonal Railway on condition basis.
3.2.2	**FOR EASTERN & WESTERN DEDICATED FREIGHT CORRIDORS OF DFCCIL**
3.2.2.1	The clearance refers to “Standard RDSO Spans” bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for “DFC loading (32.5t axle load)”.
3.2.2.2	Superstructures & Bearings of “Special Spans” (designed and constructed by DFCCIL based on site requirements), Arches and sub-structures (including foundation) of all bridges (Standard RDSO spans & Special Spans) are to be examined by DFCCIL and certified safe with respect to current Indian Railway Standard Codes with up to-date correction slips.
3.2.2.3	All Standard RDSO spans of DFC loading are restricted for speed of 60 kmph when running on its own power as well as when running in train formation.
3.2.2.4	During operation of Duo-matic Two Sleepers Tamping Machine with single/multiple locomotives and other rolling stocks the speed certificate issued by RDSO of the single/multiple locomotives/rolling stocks in empty/loaded condition shall be strictly complied with. Therefore, speed certificate of each single/multiple locomotive and rolling stocks in train formation should be examined carefully & speed restriction/strengthening/prohibition/any other restriction should be imposed according to most restrictive rolling stock/locomotive/multiple locomotives in train formation.
3.2.2.5	Location of bridges on which speed restrictions are imposed should be notified by DFCCIL and incorporated in the working timetable.
3.2.2.6	The above clauses have been arrived at considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by DFCCIL on condition basis.

3.3	**SIGNALLING STIPULATIONS**
3.3.1	Provisions of GR, SR, IRSOD, DFC-SSOD, SEM & all extant instructions issued from time to time as applicable shall be complied with.
3.3.2	In case of locomotive/rolling stocks /train (having this machine in its composition) having EBD of more than 1 km and non-provision of second distant signal/4 Aspect Automatic signalling in the section, action as per para 7.8.9 of IRSEM (issue July 2021) shall be taken.
3.3.3	While running through a station yard, speed of the Rolling stock shall be restricted to the maximum permissible speed as per standard of interlocking provided at the station or any other speed restriction whichever is severe.

3.4	**ROLLING STOCK STIPULATIONS**
3.4.1	Before initiating the operation of the Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India, the Chief Engineer/Track Machine of the concerned Railway/GGM (Mech.) of the DFCCIL shall ensure the safety of the rolling stock and certify the track worthiness. He shall ensure the proper maintenance of the rolling stock.
3.4.2	Brake of the Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India shall be in perfect working condition during the operation.

3.5	**TRACTION INSTALLATION**
3.5.1	**FOR INDIAN RAILWAYS**
3.5.1.1	In 25KV AC traction area, Principal Chief Electrical Engineer of the concerned Railway shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provisions of Chapter-V and V-A, Electric Traction 'Schedule of Dimensions of 1676mm Gauge (BG) revised 2022' with latest Addendum & Corrigendum Slips is not violated and strictly followed to ensure its safe running.
3.5.1.2	In addition to above, the Principal Chief Electrical Engineer of the concerned Railway may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and the field conditions prevailing on the particular section.
3.5.1.3	When the Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM is being moved, it shall be ensured that all the protruding parts are withdrawn and suitably locked, so that during the run there is no possibility of any infringement occurring to the standard moving dimensions.
3.5.2	**FOR EASTERN & WESTERN DEDICATED FREIGHT CORRIDORS OF DFCCIL**
3.5.2.1	In 25 KV AC traction area, the GGM (Electrical) of the DFCCIL shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provisions of Chapter VII of Eastern Corridor & Chapter XIV of Western Corridor, Electric Traction 'Standard Schedule of Dimensions' for dedicated freight corridors with latest Addendum & Corrigendum Slips is not violated and strictly followed to ensure its safe running.
3.5.2.2	In addition to above, the GGM (Electrical) of the Concerned DFCCIL may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and the field conditions prevailing on the particular section.
3.5.2.3	When the Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM is being moved, it shall be ensured that all the protruding parts are withdrawn and suitably locked, so that during the run there is no possibility of any infringement occurring to the standard moving dimensions.

3.6	**GENERAL STIPULATIONS**
3.6.1	The working of Maintenance Machine shall be as per provision of Indian Railways

	Permanent Way Manual, June-2020.
3.6.2	The profile of Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India as per GA Drg. No. UD00.762-IN Ver.03 does not infringe with the Clauses of Chapter IV (D) of Indian Railway Schedule of Dimensions B.G. Revised-2022 and infringes clauses 4.1.2(ii) & 4.1.2(iii) of Chapter-IV for Eastern Dedicated Freight Corridor and clauses 11.1.2(ii) & 11.1.2(iii) of Chapter-XI for Western Dedicated Freight Corridor of 'Standard Schedule of Dimensions of January'2013. Railway Board has condoned these infringements vide their letter No.2023/CEDO/SD/RS/01/09-32CSM-DFCCIL dated 15.03.2023.
3.6.3	All the permanent and temporary speed restrictions in force and those that shall be imposed from time to time due to track, bridges, curves, signaling and interlocking etc. shall also be observed. In this connection the speed on curve shall be in accordance with Para 3.1.1.4 for Indian Railway Track and Para 3.1.2.4 for DFCCIL track of this speed certificate.
3.6.4	The machine when running in train formation as well as when running on its own power, a speed restriction of 15 kmph shall be imposed on Diamond crossings. No speed restriction on main line route at points and crossing is required. Speed restriction on turnout side of points and crossing (on geometrical consideration and not due to wheel diameter of 730mm/710mm) shall be applicable as per provision in Indian Railways Permanent Way Manual, June 2020.
3.6.5	In case of emergency, the machine shall be attached with passenger /goods trains and operation speed of passenger/goods trains shall not be more than 60 kmph.
3.6.6	The movement of the machine in case of failure in block section, the instructions of the para 708(4) of Indian Railways Track Machine Manual, September – 2019 shall be followed.
3.6.7	Competent track machine staff who can apply the machine brakes in case of train parting shall escort the machine while running in train formation as a dead vehicle.
3.6.8	This speed certificate is provisional and shall be valid up to 5 years from date of issue or before date of issuance of relevant final speed certificate, whichever is earlier.

ENCLOSURES:/ संलग्नक:

i)	Annexure-A
ii)	M/s. Plasser, India GA Drg. No. UD00.762-IN Ver.03
iii)	Bogie arrangement: Drive Bogie: M/s Plasser, India Drg. No. UD61.22000-SP1668/1676 Ver.1 Running Bogie: M/s Plasser, India Drg. No. UD61.22100-SP1668/1676 Ver.1
iv)	Suspension arrangement: M/s. Plasser, India Drg. No. UD62.3750-IND Ver.2
v)	DFCCIL letter No. HQ/ENWC/PWC(PnE)/1/2020(6106) dated 26.09.2022
vi)	Railway Board's letter No. 2023/CEDO/SD/RS/01/09-32CSM-DFCCIL dated 15.03.2023.
vii)	Railway Board's letter No. 65/WDO/SR/26 dated 19/20.10.1966
viii)	Para 708(4) of Indian Railways Track Machine Manual, September -2019
ix)	DFCCIL letter No. HQ/EN/WC/PWC(PnE)/1/2020(6106) dated 06.01.2023

Digitally Signed by Nitin Mehrotra
Date: 07-06-2023 12:42:26
Reason: Approved

(नितिन मेहरोत्रा)
कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपिः

1. सचिव, {यांत्रिक / विद्युत / इंजीनियरिंग(जी)}, रेलवेबोर्ड, रेल भवन, नई दिल्ली– 110001
2. मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001
3. महाप्रबन्धक (यांत्रिक / विद्युत / संचालन / संकेत एवं दूरसंचार)
   - i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस मुम्बई– 400 001
   - ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता– 700 001
   - iii) उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली– 110001
   - iv) पूर्वोत्तर रेलवे, गोरखपुर– 273001
   - v) पूर्वोत्तर फ्रन्टियर रेलवे, मालीगॉव ,गुवाहाटी– 781 011
   - vi) दक्षिण रेलवे, एनेक्सी, पार्क टाऊन, चेन्नई– 600 003
   - vii) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद– 500 071
   - viii) दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता– 700 043
   - ix) पश्चिम रेलवे, चर्चगेट, मुम्बई– 400020
   - x) उत्तर मध्य रेलवे, प्रयागराज– 211 001
   - xi) उत्तर पश्चिम रेलवे, जयपुर– 302 006
   - xii) पूर्व मध्य रेलवे, हाजीपुर– 844 101
   - xiii) पूर्व तट रेलवे, रेलवे कॉम्पलेक्स, भुवनेश्वर– 751 023
   - xiv) दक्षिण पश्चिम रेलवे, हुबली– 580 023
   - xv) पश्चिम मध्य रेलवे, जबलपुर– 482 001
   - xvi) दक्षिण पूर्व मध्य रेलवे, बिलासपुर– 495 004
4. अध्यक्ष एवं प्रबन्ध निदेशक, कोंकण रेलवे कारपोरेशन लिमिटेड, बेलापुर भवन, सेक्टर–11, सी.बी.डी. बेलापुर नवी मुम्बई–400 614.
5. जी.जी.एम (मेकैनिकल / इंजी / यातायात / संकेत एवं दूर संचार) डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि0 नई दिल्ली–110001.

ENCLOSURES: / संलग्नकः

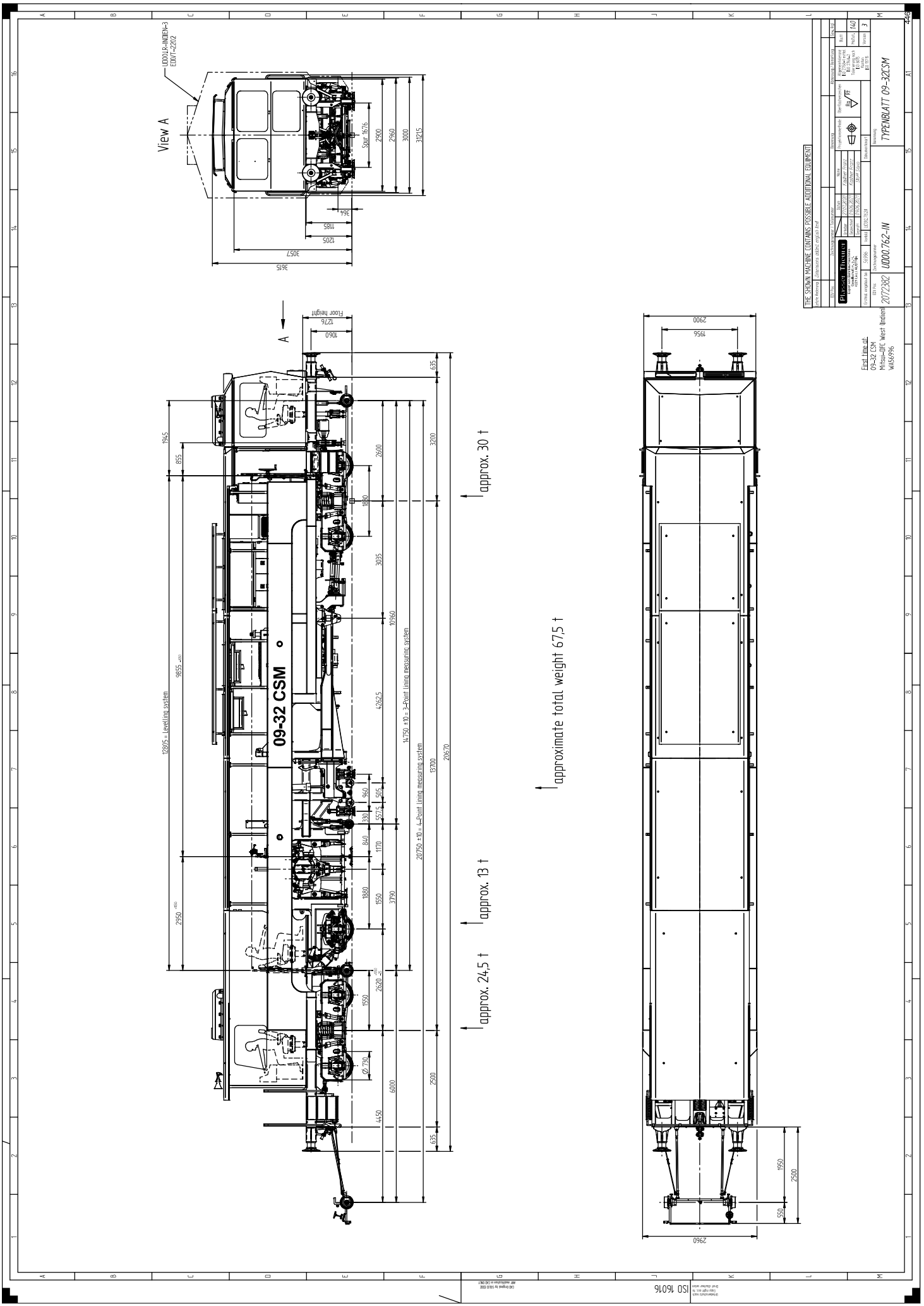
i)	Annexure-A
ii)	M/s. Plasser, India GA Drg. No. UD00.762-IN Ver.03
iii)	Bogie arrangement: Drive Bogie: M/s Plasser, India Drg. No. UD61.22000-SP1668/1676 Ver.1 Running Bogie: M/s Plasser, India Drg. No. UD61.22100-SP1668/1676 Ver.1
iv)	Suspension arrangement: M/s. Plasser, India Drg. No. UD62.3750-IND Ver.2
v)	DFCCIL letter No. HQ/ENWC/PWC(PnE)/1/2020(6106) dated 26.09.2022
vi)	Railway Board's letter No. 2023/CEDO/SD/RS/01/09-32CSM-DFCCIL dated 15.03.2023.
vii)	Railway Board's letter No. 65/WDO/SR/26 dated 19/20.10.1966
viii)	Para 708(4) of Indian Railways Track Machine Manual, September -2019
ix)	DFCCIL letter No. HQ/EN/WC/PWC(PnE)/1/2020(6106) dated 06.01.2023

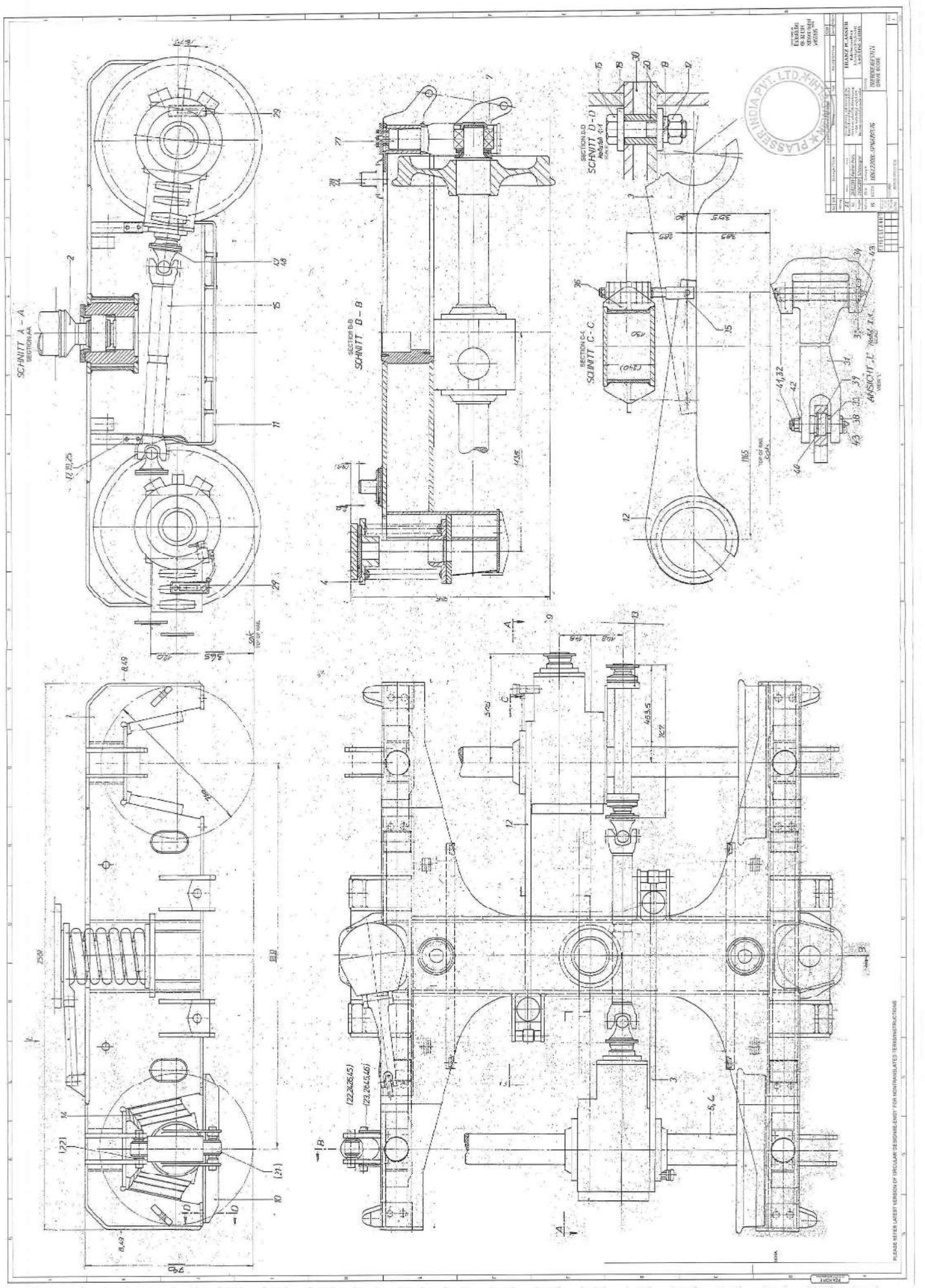
(**Signed**)
(नितिन मेहरोत्रा)
कार्यकारी निदेशक मानक / चालन शक्ति

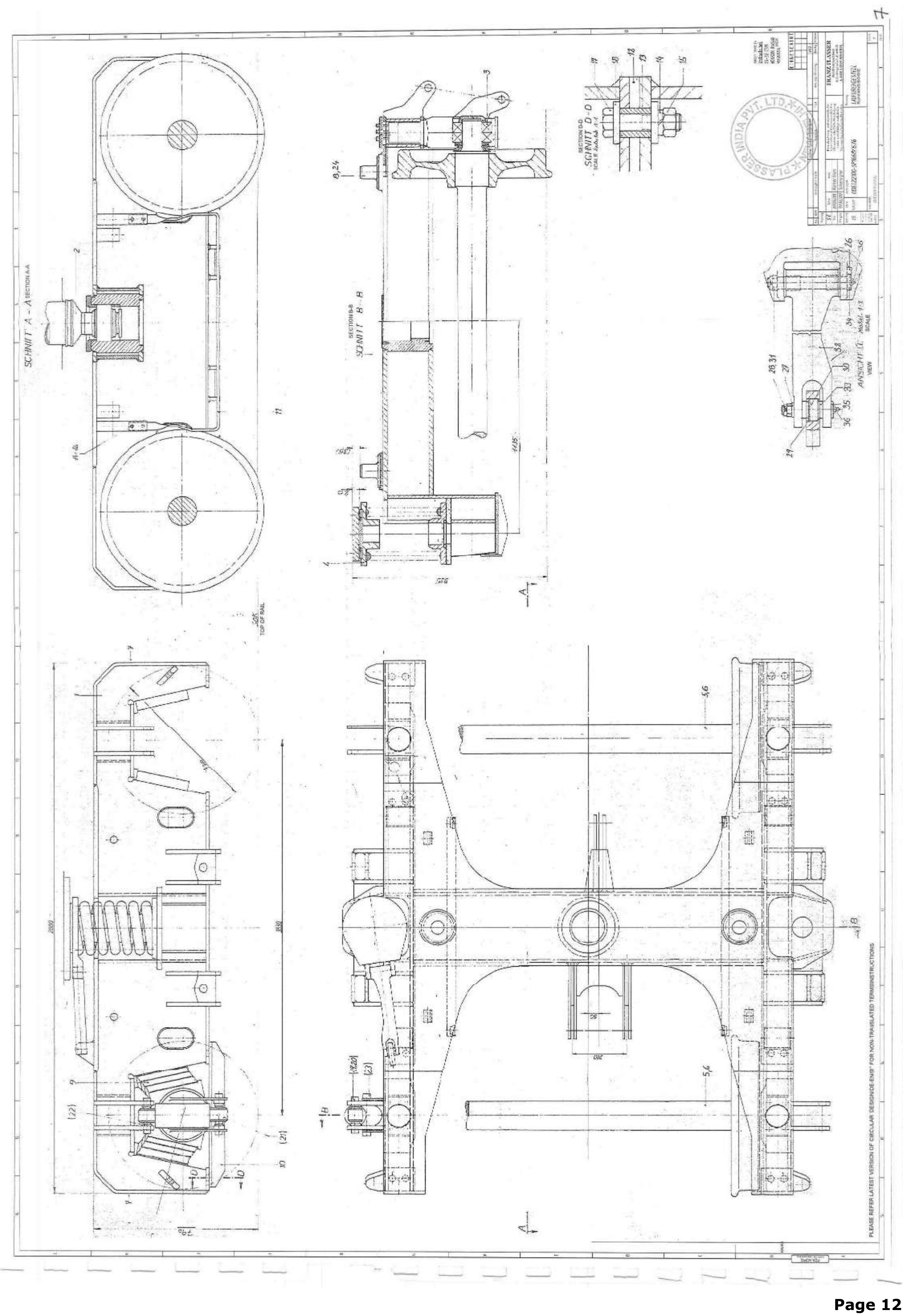
Annexure-A

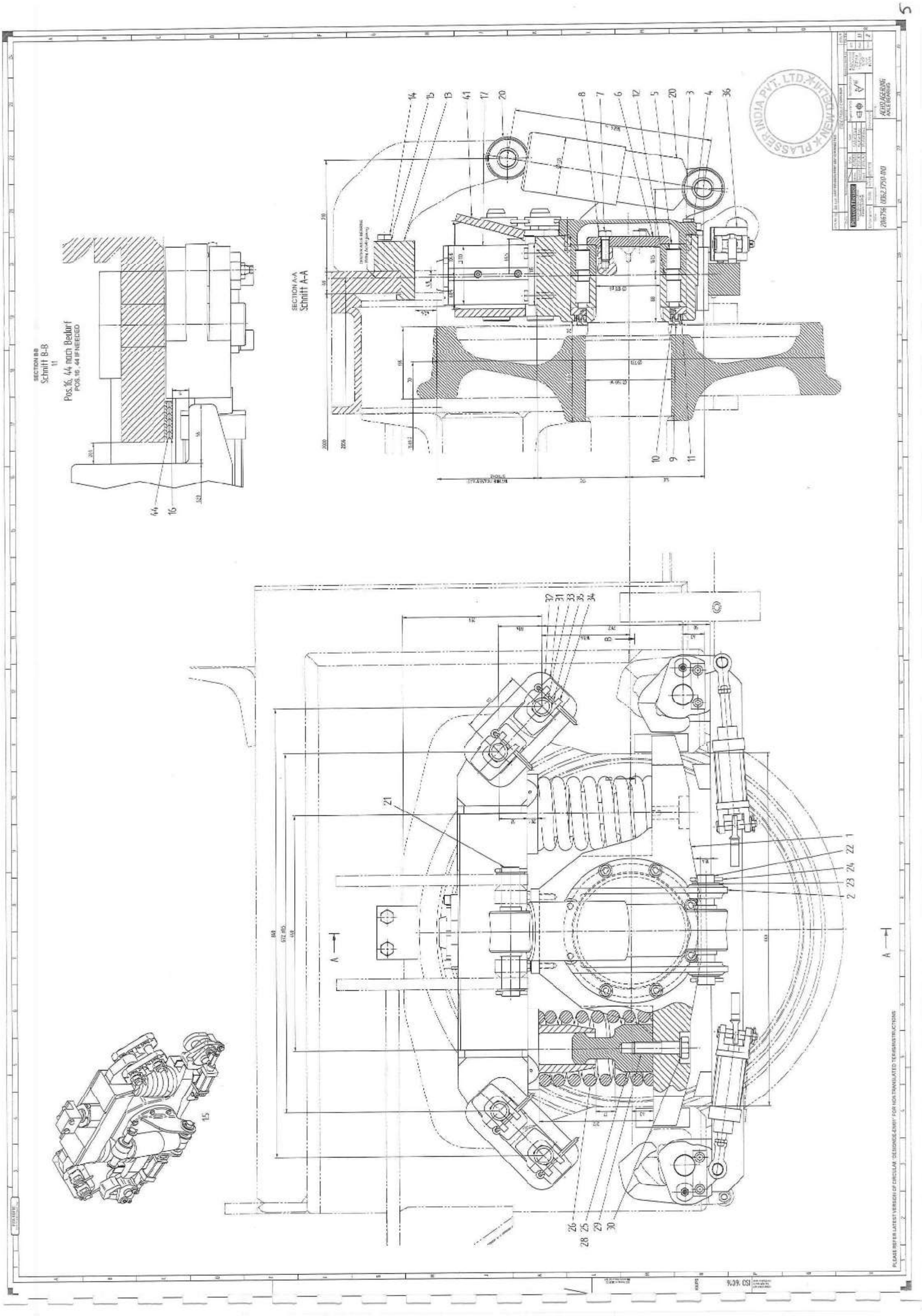
Salient features of Duo-matic Two Sleepers Tamping Machine Model 09-32 CSM supplied by M/s Plasser, India.

SN	Description	Details
1.	Principal dimensions of rolling stock	M/s. Plasser, India GA Drg. No. UD00.762-IN Ver.03 a) Overall length : 20670 mm b) Bogie centre distance : 13700 mm c) Wheel base : 1830 mm d) Max. axle load : 15t e) Max. design speed i) Own power : 100 kmph ii) Train formation : 100 kmph f) Weight of Machine : 67.5 t
2.	Bogie details and wheel	a) Drive Bogie: M/s Plasser, India Drg. No. UD61.22000-SP1668/1676 Ver.1 Running Bogie: M/s Plasser, India Drg. No. UD61.22100-SP1668/1676 Ver.1 b) Wheel dia. New : 730 mm Worn : 710 mm
3.	Suspension arrangement	M/s. Plasser, India Drg. No. UD62.3750-IND Ver.2
4.	Brake system details	Air Brake System as per M/s Plasser, India Drg. Nos. 56996-PS-E01 Ver.2
5.	Details of coupler and buffer	Coupler : RDSO's Drg.No.2000/8A/M Buffer : RDSO SKETCH- 98145
6.	Transmission	Engine Make: DEUTZ Model:BF8M-1015C Power:1470/COMII/EMR2/370KW
7.	Safety Items	a) Fire extinguisher :one b) Hooter (manual) :two c) Jack (10t) :two d) Wooden Blocks :four e) Crow bars :four f) Hydraulic hand pump :one g) Emergency pneumatic/Hydraulic hose with end fittings :one


View A
09-32 CSM
approx. 30 t
approximate total weight 67,5 t
approx. 13 t
approx. 24,5 t
TYPENBLATT 09-32CSM
UD00.762-IN
2072382
First line at
09-32 CSM
Mitsui-DFE West Indien
W456996


SCHNITT A – A
SECTION AA
SECTION B-B
SCHNITT B – B
SECTION D-D
SCHNITT D - D
SECTION C-C
SCHNITT C - C
ANSICHT "Z"
VIEW "Z"
PLEASE REFER LATEST VERSION OF CIRCULAR DESIGNING-ENDIT FOR NON-PUBLISHED TERMS/INSTRUCTIONS


SCHNITT A - A SECTION A-A
SECTION B-B SCHNITT B - B
SECTION D-D SCHNITT D - D
ANSICHT C VIEW
PLEASE REFER LATEST VERSION OF CIRCULAR 'DESIGN/DE-ENG' FOR NON-TRANSLATED TERMINSTRUCTIONS


SECTION A-A
Schnitt A-A
SECTION B-B
Schnitt B-B
Pos.16, 44 nach Bedarf
POS.16, 44 IF NEEDED

डेडीकेटेडफ्रेटकोरीडोरकार्पोरेशनऑफ़इंडियालि.
Dedicated Freight Corridor Corporation of India Limited
(भारतसरकारकाउपक्रम) (A Govt. of India Enterprises)
5th Floor, Supreme Court Metro Station Building Complex, New Delhi -110001

No. HQ/ENWC/PWC (PnE)/1/2020 (6106) Dated: 26.09.2022

Executive Director/Track Machine
RDSO, Manak Nagar
Lucknow-226011

Sub: Discrepancies in the Transportation Code allotted to Track Machine by DFCCIL

Ref: Your office Letter no. TM/HM/S082/DFCCIL dated 09.09.2022 in the subject matter.

In reference to the issues/observations, as contained in your above referred office letter dated 09-09-2022, kindly find the revised Observation wise response/details, prepared after detailed discussion with the Specialist Manufacturers and the Project Management Consultant / Engineer, as under.

1. Machine wise proposed Transportation Codes, Model numbers & Layout Drawing numbers

Table-1

S. No.	P&E (Machine) Description/Manufacturer	Proposed Transportation Code	Model No.	Layout Drawing No.
[1]	[2]	[3]	[4]	[5]
1.	Duomatic Two Sleepers Tamping Machine	CSM Duo D	09-32 CSM	UD00.762-IN Ver.03 **(Drawing attached)**
2.	Mobile Rail Grinding Machine (in a consist comprised by Grinding Unit, Water Car, Camp Coach and Control Car	RGM72 D	RGI11	RGI 72 Consist Layout 249116 Rev A.1 **(Drawing attached)**
2.1	Control Car GA			248517 Rev A.1 **(Drawing attached)**
2.2	Grind Car GA			248836 Rev A.1 **(Drawing attached)**
2.3	Water Car GA			WD-09050-S-02 **(Drawing attached)**
2.4	Driving Camp Coach GA			249096 Rev 02.1 **(Drawing attached)**
3.	Rail inspection Vehicle GA	RGM IV D	RIV – I21	249476 Rev 03.1 **(Drawing attached)**
4.	Rail Bound Mobile Vehicle for Civil Engineering works with MMU Equipment	RBMVC D	RBMV.02.B	8B0302000100 Rev 03 (Not attached)
5.	Tower Wagon 8-wheeler	TW D	OHE.01.B	8B0601000100 Rev 03 **(Drawing attached)**

2.Para-1 & 2 of RDSO referred letter dated 09-09-2022

(i) The layout drawing of Duomatic Two Sleeper Tamping Machine has been provided at serial no-1, Col no-5 of the table-1, above.

(ii) The Model number and Transportation code of the Duomatic Two Sleeper Tamping Machine have been provided at serial no-1, Col no-4 & Col-3 (respectively) of the table-1, above.

3.Para-3 of RDSO referred letter dated 09-09-2022

(i) The Model number of the RGI 72 consist Machine have been provided at serial no-2, Col no-4 of the table-1, above.

4.Para-4 of RDSO referred letter dated 09-09-2022

(i) The serial number in the submitted list Transportation code for Rail Inspection Vehicle has been provided in the Table-1, above.

The above is submitted for kind reference & further necessary action, at your end, please.

Praveen Kumar
26.9.2022

(Praveen Kumar)
ED/Asset Mgmt./WDFC

Encl: as above i.e.

(i) 01 Approved drawings of Duomatic Two Sleeper Tamping machine.
(ii) 06 nos. Drawings of Rail Grinding machine.
(iii) Documents submitted by M/s Phooltas in connection with oscillation trial.

आज़ादी का अमृत महोत्सव

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

आज़ादी का अमृत महोत्सव

No. 2023/CEDO/SD/RS/01/09-32CSM-DFCCIL **New Delhi, dated 15.03.2023**

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

Sub: Condonation of infringements w.r.t. Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of DFCCIL, January 2013 by **wheel diameter** of Duomatic Two Sleepers Tamping Machine, Model 09-32CSM supplied by M/s Plasser India as per GA Drawing No. UD00.762-IN Version 3

Ref: (i) RDSO's letter no. CT/TMM/GENERAL, dated 21.12.2022
(ii) CCRS office letter no. Q.14011/08/2020-21-TW, dated 13.01.2023

With reference to RDSO above applications {ref.(i)}, 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. Standard Schedule of Dimensions (BG) Eastern and Western Dedicated Freight Corridors of DFCCIL, January 2013 by **wheel diameter** of Duomatic Two Sleepers Tamping Machine, Model 09-32CSM supplied by M/s Plasser India as per GA Drawing No. UD00.762-IN Version 3, as shown in detail enclosed with above mentioned application, detail of infringements is as under:

i. **Clause 4.1.2(ii) of Chapter IV of SOD for Eastern DFC and 11.1.2(ii) of Chapter XI of SOD for Western DFC–** Minimum diameter on the tread of new wheel, measured at 63.5mm from wheel gauge face by 110mm (i.e.730mm instead of 840mm)

ii. **Clause 4.1.2(iii) of Chapter IV of SOD for Eastern DFC and 11.1.2(iii) of Chapter XI of SOD for Western DFC–** Minimum diameter on the tread of worn wheel, measured at 63.5mm from wheel gauge face by 70mm (i.e.710mm instead of 780mm)

Further, above sanction of condonation is subject to the following stipulations:
"Instructions related to movement of the machine on Curves, Points and Crossing/Turnouts and Diamond Crossing should be incorporated in the Speed Certificate of its operation, whenever issued by the RDSO. In addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should be clearly mentioned in the Speed Certificate."

15.03.23
(गौरव)
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/01/09-32CSM-DFCCIL **New Delhi, dated 15.03.2023**

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.14011/08/2020-21-TW, dated 13.01.2023
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar, Lucknow
4. EDTk(M & Mc), Railway Board, New Delhi

15.03.23
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(Railway Board)

No.65/WDO/SR/26 New Delhi, October 19/20, 1966

To

The General Managers,
All Indian Railways.

The G.M. & Chief Engineer,
Railway Electrification project, Calcutta.

The Chief Administrative Officer,
B.B.K. Railway Projects, Waltair.

Sub: Use of new type of Rolling Stock.

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Use of new type of rolling stock on existing Railway systems is governed by the Rules laid down in Chapter VI of the Rules for opening of a Railway. In terms of para 5 of this Chapter, applications for use of new type of rolling stock are required to be accompanied by a certificate to be signed by the Chief Engineer and Chief Mechanical Engineer of a Railway in a form specified therein.

2. The Board wish to point out that this certificate by the Chief Engineer and the Chief Mechanical Engineer (and Chief Electrical Engineer in case of electrical stock) is a positive act of certification in regard to track and locomotive maintenance standards for the speed indicated and a statutory obligation. The Officers signing the certificate are required to decide, on the basis of their personal knowledge and experience of the maintenance conditions of the track, locomotives or rolling stock, with due regard to relevant information available and the maintenance requirements of the new type of rolling stock, as to whether the operation of the particular type of locomotive or rolling stock on the relevant section of the Railway is safe and practicable with the facilities available on the Railway system. The RDSO merely recommend the maximum speed at which locomotives and rolling stock could be permitted to run on standard track under average maintenance conditions and this recommendation is made only on the basis of design features of the particular type of locomotive, rolling stock and assessment of their suitability from oscillation and other tests conducted by the RDSO. These certificates for speed issued by RDSO are meant merely to assist the CEs and CMEs/CEEs in deciding on the speed at which these engines/rolling stock may be permitted to run on their Railway system for the maintenance conditions obtaining on their Rlys.

3. A note on the subject prepared by the DG/RDSO is enclosed herewith in quadruplicate for guidance of your officers.

4. Receipt of this letter may please be acknowledged.

Sd/-
(B.S.D. Baliga)
Director, Civil Engineering,
Railway Board
New Delhi, October 19/20, 1966,

DA: As above.

No.65/WDO/SR/26

Copy to D.G. RDSO, Alambagh, Lucknow with reference to his letter No.MRA/573 of 16.8.1966.

Sd/-
(B.S.D. Baliga)
Director, Civil Engineering.
Railway Board.

Enclosure to Board's letter No.65/WDO/SR/26 dated 19-10-66.

....

Use of new types of Rolling Stock.

The rules for use of new types of rolling stock on existing railways are laid down in Chapter VI of the Rules for Opening of a Railway. According to para 5 of this Chapter, applications for use of new type of rolling stock arerequired to be accompanied by a certificate to be signed by the Chief Engineer and the Chief Mechanical Engineer of the Railway in the form specified in para 5(a)(ii). It should be clearly understood that this certificate by the Chief Engineer and the Chief Mechanical Engineer(Chief Electrical Engineer in the case of Electrical Stock) is a positive act of certification and a statutory obligation.

2. The Chief Engineers and Chief Mechanical Engineers (Chief Electrical Engineers in the case of electric stock) are required to decide on the basis of their personal knowledge and experience of track, locomotives or rolling stock with due regard to relevant information available of track and rolling stock and their maintenance requirements, as to whether the operation of particular locomotive or rolling stock is safe and practicable with the facilities provided on the railway system. It may be emphasized that respective Heads of Departments are required to certify annually regarding the sound condition of the track and rolling stock in operation in terms of para 1232 of Indian Railway Code for Accounts department.

3. Prior to the setting up of testing facilities on the Indian Railways, the safety certificate for operation of locomotives and rolling stock was issued by the Chief Engineer and Chief Mechanical Engineers on the basis of their personal knowledge and experience and on the basis of the recommendation for speed limit by the consulting engineers, who available. With the build up of increased design and testing [illegible] facilities in RDSO, due recommendation is made by RDSO on the basis of design features of particular stock and assessment of their stability from oscillation tests conducted on main line track in normal state of maintenance and not subjected to speed restriction.

4. R.D.S.O. advises the Railway of the speed at which different types of locomotive and rolling stock can be permitted to run on different track structures. This is done in two stages

(a) preliminary speed; and

(b) final maximum speed.

The preliminary speed is based on a study of the design characteristics of the vehicle and experiance of performance of similar designs in India and/or abroad. Such speed would be generally lower than the sectional maximum speed and it would not be difficult for CEs and CMEs to arrive at a decision in issuing the Safety Certificate. Further, it is up to the CEs to decide whether any particular sections or routes require the imposition of a restriction on a generally sanctioned speed. Such a decision has to be based purely on the personal knowledge and experience of the engineers of the zonal railways.

5. It is, however, necessary to keep a watch on the performance of vehicles permitted on such preliminary speed limit to gather experience for guidance in determination of the final maximum speed both by RDSO and Railways the former taking this aspect into account along with the review of the oscillation test, and the latter while issuing the certificate for the final maximum speed. The final maximum speed is determined by the RDSO on review of the oscillation tests generally conducted for new designs and on confirmation of the suitability of the stock from the point of view of strength of track and bridges, although such investigation is made even at the initial stage of design. The oscillation trials are conducted with a view to obtaining data relating as to the riding characteristics of the vehicle at the specified speeds. Such tests include aspects, such as, vertical wheel/axle load and lateral force ratio and vertical and lateral acceleration of the vehicle. The studies are aimed at assessing the possibilities of track distortion, whout mounting, riding comforts etc. For conducting these tests, a section of main line track is selected over which there are no temporary restrictions and which is considered by the railway as being in a generally run down condition for main line standards but without speed restriction. The vehicle is tested generally for new and worn clearance conditions and also where relevant for operation in the forward or back-ward direction. The vehicle selected is one of those in average condition of normal maintenance. The tests are conducted on speeds usually 10% higher than that to which it is proposed to be certified.

On the basis of the theoretical cum studies and investigations of the tests as indicated and the analysis of the test results, the RDSO recommends the maximum speeds up to which a vehicle may be permitted in normal traffic operation. The certificate of the RDSO though issued by the Director Standards(Mech.) is the final result of studies conducted by the various concerned

Directorates such as Civil Engineering, Carriage and Wagon Motive Power etc. This recommendation of the RDSO is meant to be used as guidance by the CEs and CMEs of the zonal railways in formulating their own certificates to be furnished to the ACRS. It is upto Chief Engineer, Chief Mechanical Engineers and Chief Electrical Engineers to consider on the basis of their personal knowledge and experience of track locomotive and rolling stock and their maintenance requirements whether the conditions prevailing are such as to require a reduction in the speed of the vehicles in normal traffic operation.

6. In the case of certification of speeds by the CEs and CMEs up to 105 Km/hr., it is neither feasible nor it is considered necessary that any more guidance than that at present being given by RDSO should be available to them in normal cases in arriving at their conclusions in the matter of formulation of their certificates to the ACRS. In the case of operation at higher speeds, it is proposed that in addition to the data at present being furnished, copies of track recording charts of the track over which the tests were conducted would also be incorporated in the test reports and made available for reference to the CEs and CMEs. It has already been accepted by the Board that in the case of high speed track (speed above 105 km/hr) track recording would be done at intervals of about 6 months. A comparison of the track recording for the test track with the track recording of the routes over which the high speeds are to be run would be an additional guidance to the CEs and CMEs in the formulation of their certificates.

In conclusion, it may be pointed out that the statutory obligation of certification of speeds is that of the CEs and CMEs/ and CEEs of the zonal railways. In discharging these functions, the CEs and CMEs/CEEs are assisted by the RDSO. The extent of such assistance would normally depend on the speeds involved and the facilities available with the RDSO [illegible]. The procedures, at present, followed are considered satisfactory for speeds upto 105 km/hr. For higher speeds, recording of characteristics of the test track would also be made available to the zonal railways for purpose of comparison with the actual track conditions prevailing from time to time.

....

involve large number of labour working with the machine. Hence, extra care is necessary as detailed below, to ensure safety of workers.

(b) Hooters should be provided on the track machines. These hooters should be used to warn the staff working on/around the track machine about approaching train on adjoining track. Remote controlled hooters shall also be deployed as an added precaution by SSE/JE/P.Way so that lookout man standing around 150 m away from the track machine can also operate the hooter to warn the staff suitably. SSE/JE/TM shall also put on the flasher light on as an added precaution till the train on adjacent line has passed the site of work.

(c) Caution order of 30 to 50 kmph with instructions to whistle freely should be imposed on the adjacent line, during the duration of block, for the safety of workmen, depending upon the site conditions and visibility.

(8) **Checking Infringement After Work -** The vertical and lateral clearance for OHE, signal post and any other structure should be checked and adjusted before clearing the block. It shall be ensured by SSE/JE (P.Way) working with track machine that there should be no infringement to signal post, OHE and any other structure as per schedule of dimensions.

708 Failure and Accidents of Track Machines

(1) **Protection in case of Breakdown -** In the event of breakdown, the track machines shall be protected as per GR 6.03 and SR there to by the machine staff, as directed by machine in-charge.

(2) **Failures in Block Section -** Failures in block sections of the track machines will be treated as accident under class 'J – Equipment failure'.

(3) **Accidents involving Track Machine -** Accidents involving track machines shall be treated as train accidents under the appropriate class and action shall be taken as per the rules in force.

(4) **Action in case of Failure in Block -** In case of failure of track machine in block section, immediate information with details should be conveyed to the ADEN/DEN/Sr.DEN of the section and the AXEN/XEN/Dy.CE/Line/TM. SE/JE/TM should decide in consultation with SSE/JE (P. Way), the action to be taken to clear the section. They may decide to push the disabled unit to the nearest station provided the brake power is in good condition. Otherwise, intimation shall be sent to the nearest Station Master asking for a light engine to tow the unit.

(5) **Request for ART/Breakdown -** In case, SSE/JE (P. Way) and/or SSE/JE/TM feels clearance of section is going to take long time, the assistance of Road Break-down or Accident Relief Train shall be asked for immediately. Meanwhile SSE/JE/TM in-charge on the machine shall take necessary action to rectify the defect(s). SSE/JE (P. Way) shall provide all necessary assistance.

डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Government of India (Ministry of Railways) Enterprise

No: HQ/EN/WC/PWC(PnE)/1/2020(6106) Date: 06.01.2023

Executive Director
Track Machine
RDSO, Manak Nagar,
Lucknow

Sub: 1) Provisional Speed Certificate for operation of Mobile Rail Grinding Machine, Model RGI 11 (Transportation code RGM72D), supplied by M/s. LORAM, USA upto maximum speed of 65 kmph when running on its own power as well as when running in train formation over routed of Eastern & Western dedicated freight corridors of Indian Railway.

2) Draft Provisional Speed Certificate for operation of Duo-matic Two Sleepers Tamping Machine Model 09-32-CSM (Transportation code CSM Duo D), supplied by M/s. Plasser (India) Pvt. Ltd. & Mobile Rail Grinding Machine, Model RGI 11 (Transportation code RGM72D), supplied by M/s. LORAM, USA up to maximum speed of 65 kmph when running on its own power as well as when running in train formation over routes of Eastern and Western dedicated freight corridors of Indian Railway.

Ref: i) Your office letter no. TM/HM/S082/MRGM/DFCCIL dtd. 3.01.2023
ii) Your office letter no. TM/HM/S082/ DFCCIL dtd. 1.12.2022

In the subject matter, DFCCIL is very much thankful for support extended by RDSO in issuing the Provisional /Draft Provisional Speed Certificates.

It is further submitted that, Provisional Speed Certificate/Draft Provisional Speed Certificate authorize DFCCIL to run the said machines on the DFCC routes only. However, most of the time, these machines are being interchanged between DFCCIL and IR due to exigencies of work. Further, DFCCIL network has not been completed yet, so these machines will be required to move through IR network for transfer to different sites of DFC network.

Therefore, it is requested that Provisional Speed Certificates should also include Indian Railways as well.

An early action in this direction is requested please.

Praveen Kumar
6.1.2023
(Praveen Kumar)
ED/AM/WDFC