Sl No - 51

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
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Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310

SPEED CERTIFICATE FOR ONE TIME MOVEMENT

No.	TM/HM/S087/RBMV Phooltas	Date	As Signed

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– 400 020
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

Sub:	Speed certificate for One Time Movement of Rail Borne Maintenance Vehicle (RBMV) (Transportation Code **RBMVPTL8**) manufactured by M/s. Phooltas Transrail Ltd Patna upto maximum speed of 60kmph when running on its own power as well as when running in train formation as a dead vehicle from Dhandera Railway Station of Northern Railway to destination points of concerned Zonal Railways.
Ref:	Railway Board's Contract No. 2018/Track-III/MC/13 dated 04.12.2019.

1.0 IMPORTANT PARAMETERS RELATED TO ROLLING STOCK

Type	**Final / Provisional / Oscillation Trial / COCR Movement**	One Time Movement	**Validity/ Period or Permanent**	**IR / Sectional**	Refer Para 3.6.8/IR

Stock Name	Rail Borne Maintenance Vehicle (RBMV)	**Max. Axle Load (Empty)**	14.5t	**Max. Axle Load (Loaded)**	18.25t

Transportation Code	**RBMVPTL8**	**GA Drg. No.**	M/s Phooltas Drg. No. 8B0304000000 Rev. 04
Bogie Arrgt. Drg. No.	M/s Phooltas Drg. No. 8B0304SK0100 Rev. 0	**Suspension Arrgt. Drg. No.**	M/s Phooltas Drg. No. 8B0304030001 Rev. 03

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

Type of Bogie	BO-BO

Type of Coupler	Transition type CBC Coupler

Wheel Dia (mm)	New	Worn
	952	877

Max. Permissible Speed	Own Power	60kmph	Train Formation	60kmph

2.0	INTRODUCTION
2.1	Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna, as per their GA Drawing No. 8B0304000000 Rev. 04 is a self-propelled vehicle. The vehicle is used for accommodation and transportation of small track machines, tools & equipments, track workmen and carrying Permanent Way material at worksite for day-to-day track maintenance on Indian Railways.
2.2	The maximum axle load and wheel diameter of machine are 18.25t and 952mm respectively. Suspension details of the machine are as per M/s Phooltas Drg. No. 8B0304030001 Rev. 03. The design speed of machine is 105kmph 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 and comparison of Rail Borne Maintenance Vehicle (RBMV) (**Transportation Code 'RBMVPTL8'**) with existing Rail Borne Maintenance Vehicle (RBMV) (**Transportation Code 'RBMVP'**) already running in IR is given in Annexure-B.

3.0	Based upon the design feature, details given in Annexure-A and dynamic simulation results of Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna as per their GA Drawing No. 8B0304000000 Rev. 04 may be permitted provisionally to run for one time movement up to maximum speed of 60kmph when running on its own power as well as when running in train formation as a dead vehicle and as a last vehicle from Dhandera Railway Station of Northern Railway to destination points mentioned in the following table through the most suitable route of concerned Zonal Railways as listed below:

Sl No.	Destination Point		No. of Machines
01	**North Central Railway:-**	VGL Jhansi Jn.(VGLJ)	01
02	**Central Railway:-**	Ajni(AJNI), Solapur(SUR)	02
03	**Western Railway:-**	Vadodara(BRC), Vatva(VTA)	02
04	**South East Central Railway:-**	Seoni(SEY), Sausar(SASR)	02
05	**West Central Railway:-**	Kota Jn. (KOTA), Bhopal Jn. (BPL)	02

This speed certificate for one time movement of Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna, is subject to the following conditions:

3.1	TRACK STRUCTURE DETAILS & SPEED				
3.1.1	**The track shall be to a minimum standard of-**				
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed (Own Power)**	**Max. Speed (Train Formation)**
	52kg (72 UTS)	1540Nos./km PSC sleeper	250mm (100mm clean & rest in caked up condition on compacted and stable formation)	Upto 60kmph	Upto 60kmph
3.1.2	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.				
3.1.3	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 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.
3.1.4	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.
3.1.5	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.
3.1.6	Zonal Railways 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.

3.2	**BRIDGE STIPULATIONS**
3.2.1	The clearance refers to "Standard RDSO Spans" bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG, MBG and 25t Loading-2008 standard loadings.
3.2.2	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 & 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.
3.2.3	The clearance is subject to the following parameters of Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna:-

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)
Rail Borne Maintenance Vehicle.	18.25	8.299	1.274	1393

3.2.4	All Standard RDSO spans of BGML, RBG, MBG and 25t Loading-2008 standard loadings are fit for proposed speed of up to a maximum speed of 60kmph when running on its own power as well as when running in train formation as a dead vehicle.
3.2.4.1	Track on bridges and approaches of BGML spans 3.0m (effective) and RBG spans 1.0m, 1.5m & 3.0m (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.

3.2.5	During movement of Rail Borne Maintenance Vehicle (RBMV) 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 shall 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.
3.2.6	Location of bridges on which speed restrictions are imposed should be notified by the Railways and incorporated in the working timetable.
3.2.7	The final speed on bridges shall also be governed by the track structure on the bridges. Therefore, the lower of the two speeds i.e. speed on particular bridges and speed for track structure over those particular bridges shall prevail as the running speed.
3.2.8	The above Para 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.

3.3	**SIGNALLING STIPULATIONS**
3.3.1	Provisions of GR, SR, IRSOD, 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 signaling 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 movement of the Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna, the Chief Engineer/Track Machine of the concerned Railway 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 vehicle shall be in perfect working condition during the movement.

3.5	**TRACTION INSTALLATION**
3.5.1	In 25KV AC traction area, the 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.
3.5.2	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.
3.5.3	When the Rail Borne Maintenance Vehicle (RBMV) 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 Rail Borne Maintenance Vehicle manufactured by M/s. Phooltas Transrail Ltd Patna, as per their GA Drg. No. 8B0304000000 Rev. 04 does not infringe with the Clauses of Chapter IV (D) of Indian Railway Schedule of Dimensions B.G. Revised-2022.
3.6.3	Necessary action is to be taken as per para 3.4 of Policy Circular No. 6 (Revised 2023) for movement of Rail Borne Maintenance Vehicle (RBMV).
3.6.4	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 3.1.4 of this speed certificate.
3.6.5	For the movement of the machine, in case of failure of the machine in block sections, the instructions of the para 708(4) of Indian Railways Track Machine Manual, September - 2019 shall be followed.
3.6.6	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 60kmph.
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 valid till one time movement of Rail Borne Maintenance Vehicle (RBMV) manufactured by M/s. Phooltas Transrail Ltd Patna from Dhandera Railway Station of Northern Railway to destination points of concerned Zonal Railways or three years from the date of issue, whichever is earlier.

ENCLOSURES / संलग्नकः

i)	Annexure-A
ii)	M/s Phooltas GA Drg. No. 8B0304000000 Rev. 04.
iii)	Bogie Arrangement: M/s Phooltas Drg. No. 8B0304SK0100 Rev. 0.
iv)	Suspension Arrangement: M/s Phooltas Drg. No. 8B0304030001 Rev. 03.
v)	Railway Board's letter No. 2020/M(C)/202/6(MTM)-I dated 31.10.2023.
vi)	Railway Board's letter No. 65/WDO/SR/26 dated 19/20.10.1966.
vii)	Para 708(4) of Indian Railways Track Machine Manual, September -2019.
viii)	Para 704 of Indian Railways Track Machine Manual, September -2019.
ix)	Railway Board's Letter No. 2018/Track-III/MC/13/Vol.II dated 28.03.2024.
x)	Central Railways Letter No. W.446.S.27/TM/7 dated 20.09.2024.

3/10/24

(नितिन मेहरोत्रा)
कार्यकारी निदेशक मानक / चालन शक्ति

प्रतिलिपिः

1. सचिव, {यांत्रिक / विद्युत / इंजीनियरिंग(जी)}, रेलवेबोर्ड, रेल भवन, नईदिल्ली– 110001

2. मुख्य रेल संरक्षा आयुक्त, अशोकमार्ग, लखनऊ–226001

3. महाप्रबन्धक(यांत्रिक / विद्युत / संचालन / संकेत एवंदूर संचार)

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.**

ENCLOSURES / संलग्नक:

i)	Annexure-A
ii)	M/s Phooltas GA Drg. No. 8B0304000000 Rev. 04.
iii)	Bogie Arrangement: M/s Phooltas Drg. No. 8B0304SK0100 Rev. 0.
iv)	Suspension Arrangement: M/s Phooltas Drg. No. 8B0304030001 Rev. 03.
v)	Railway Board's letter No. 2020/M(C)/202/6(MTM)-I dated 31.10.2023.
vi)	Railway Board's letter No. 65/WDO/SR/26 dated 19/20.10.1966.
vii)	Para 708(4) of Indian Railways Track Machine Manual, September -2019.
viii)	Para 704 of Indian Railways Track Machine Manual, September -2019.
ix)	Railway Board's Letter No. 2018/Track-III/MC/13/Vol.II dated 28.03.2024.
x)	Central Railways Letter No. W.446.S.27/TM/7 dated 20.09.2024.

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

Annexure-A

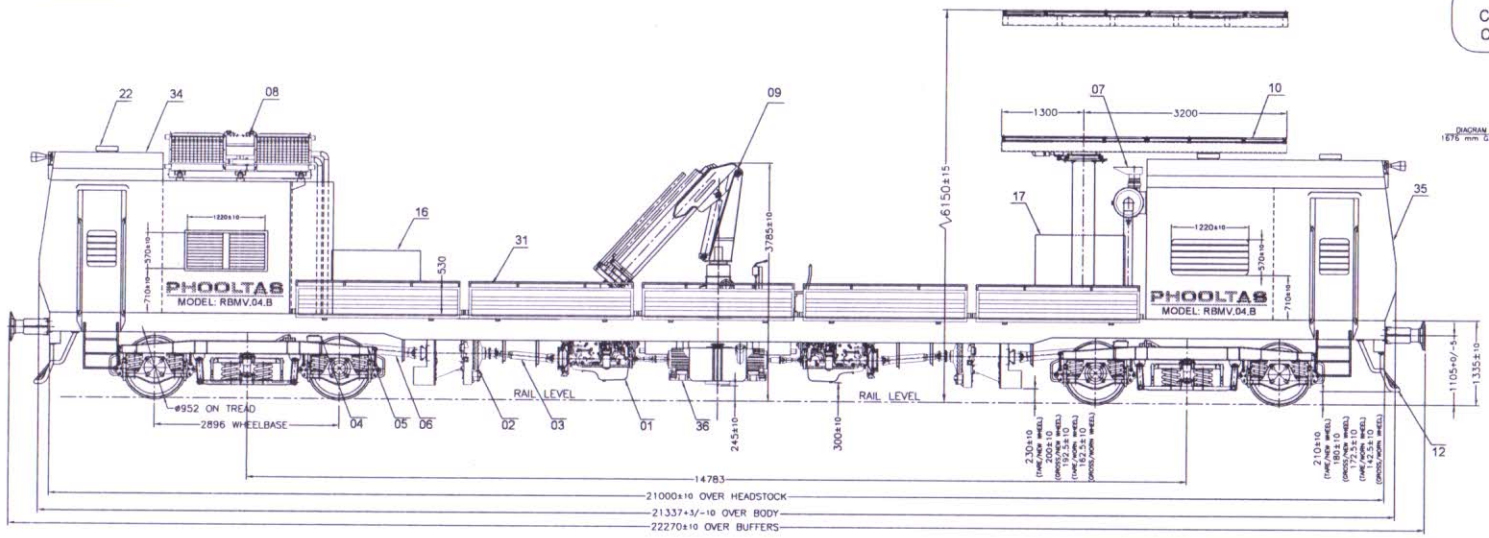
Salient features of Rail Borne Maintenance Vehicle (RBMV) (Transportation Code RBMVPTL8) manufactured by M/s. Phooltas Transrail Ltd Patna.

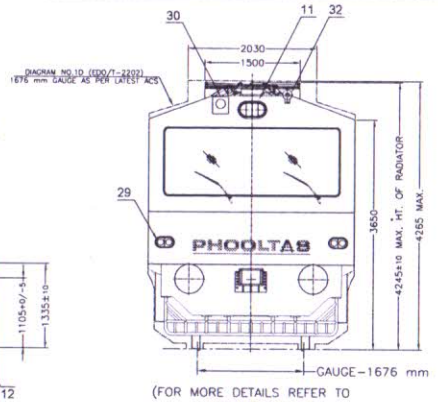
SN	Description	Details
1.	Principal dimensions of rolling stock	M/s Phooltas GA Drg. No. 8B0304000000 Rev. 04 a) Length over buffers : 22270 mm b) Bogie centre distance : 14783 mm c) Wheel base : 2896mm d) Max. axle load : 18.25t e) Max. design speed i) Own power : 105kmph ii) Train formation : 105kmph f) Weight of Machine i) Tare : 58 t ii) Payload : 15 t iii) Gross : 73 t
2.	Bogie details and wheel	M/s Phooltas Bogie arrangement Drawing No. 8B0304SK0100 Rev. 0 a) Wheel dia. New : 952 mm Worn : 877mm
3.	Suspension arrangement	M/s Phooltas Suspension arrangement Drawing No. 8B0304030001 Rev. 03
4.	Brake system details	Air Brake System as per M/s Phooltas Drawing No. 8B0304080000 Rev. 08
5.	Details of coupler and buffer	Coupler : Transition type CBC Coupler Buffer : RDSO SKETCH- 98145
6.	Engine	Make : Ashok Leyland Model : N6 CRS 450 HP @ 2200 RPM
7.	Safety Items	As per Para 704 of Indian Railways Track Machine Manual, September -2019

Annexure B

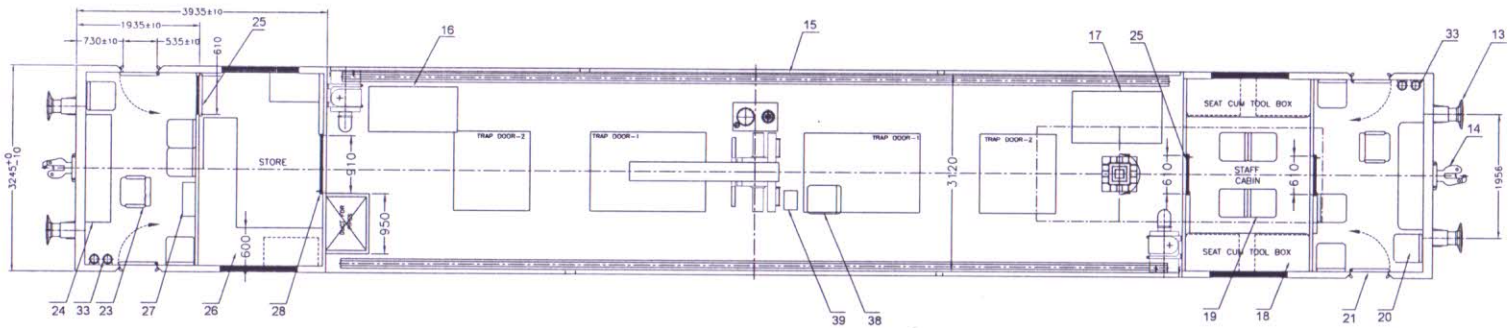
Sl No.	Details	New RBMV	Old RBMV
1.	Length over buffers	22270mm	22270mm
2.	Distance apart for centres of buffers	1956mm	1956mm
3.	Height of centres of buffer above rail level	1105mm	1105mm
4.	Wheel base	2896mm	2896mm
5.	Max. axle load	18.25t	18.25t
6.	Bogie centres	14783mm	14783mm
7.	Wheel diameter (new)	952mm	952mm
8.	Un-sprung weight per axle a) driving axle b) running axle	 2.963t 1.841t	 2.9t 1.88t
9.	Max. Braking force per axle	1.274t	6.42t
10.	Max. tractive effort per axle	8.299t	13.788t
11.	Max. Height of centre of gravity from rail level	1393mm	1263mm
12.	Gross weight	73t	73t
13.	Engine	Ashok Leyland N6 CRS 450HP @2200 rpm	Cummins Two engines NT855R 285HP @2100 rpm
14.	Bogie	BOBO	High Carrying Capacity(HCC) EMU/DMU Bogie
15.	Suspension Drg. Clearance between top of bogie frame and bottom of body bolster- different	8B0304030001 Rev-03	RBMV01-03 00.02 Rev-03
16.	Floor height	1335mm	1275mm

FOR PROTOTYPE ONLY





(FOR MORE DETAILS REFER TO SHEET-02 OF 02)



32	HORNS	02
31	FOLDABLE SIDE WALLS	10
30	FLASHER LIGHTS	02
29	MARKER LIGHTS	04
28	SLIDING DOOR-II	01
27	FIRST AID BOX	01
26	RACKS AND TOOL BOX	02
25	SLIDING DOORS-I	03
24	CONTROL PANELS	02
23	OPERATOR'S SEAT	02
22	VENTILATORS	03
21	SWING DOORS	04
20	FOLDABLE CREW SEATS	08
19	FOLDABLE CUSHIONED SEATS	12
18	TOOL BOXES	04
17	GEN SET-7.5 kVA	01
16	POWER PACK-CRANE	01
15	RAIL PIECES	02
14	CBC COUPLERS	02
13	BUFFERS	04
12	CATTLE GUARDS	02
11	HEADLIGHTS	02
10	SWIVELING AND LIFTING PLATFORM	01
09	CRANE	01
08	RADIATOR	01
07	AIR CLEANERS	02
06	CARDAN SHAFTS-2	02
05	POWERED BOGIES	02
04	AXLE DRIVE GEAR BOXES	02
03	CARDAN SHAFTS-1	02
02	TRANSMISSIONS	02
01	ENGINES	02
SL.NO.	DESCRIPTION	QTY.

TECHNICAL SPECIFICATIONS:

GAUGE :	1676 mm.
TARE WEIGHT :	58000 kgs.
GROSS WEIGHT :	73000 kgs.
WHEEL BASE:	2896 mm.
BOGIE CENTERS:	14783 mm.
MAX. LENGTH (OVER HEAD STOCK):	21000 mm.
MAXIMUM WIDTH:	3245 mm.
MAXIMUM HEIGHT :	4245 mm.
FLOOR HEIGHT :	1335 mm.
BRAKE :	AIR BRAKE, CLASP TYPE
SUSPENSION :	COIL SPRINGS
MAX. SPEED :	105 kmph
TRANSMMISION :	MAKE: AVTEC, MODEL: CRT 5633
DIESEL ENGINE :	MAKE: ASHOK LEYLAND: N6 DEVELOPING 450 hp @ 2200 rpm

NOTE:
1. ALL DIMENSIONS ARE IN mm.
2. ALL DIMENSIONS UNDER TARE CONDITION.

PHOOLTAS TRANSRAIL LIMITED PATNA

39	CRANE CONTROL	01
38	CRANE OPERATOR SEAT	01
37	T C COOLERS	02
36	AUXILIARY ALTERNATORS	02
35	CABIN-2	01
34	CABIN-I	01
33	FIRE EXTINGUISHERS	04
SL.NO.	DESCRIPTION	QTY.

DATE OF SUBMISSION:

DESCRIPTION	BY	DATE	CHKD	REV
CORRECTED AS PER CARRIAGE DTE LETTER DATED 09.12.2021 ON SHEET-02	P.K.C.	14.12.21	S.C.A	04
CORRECTED AS PER CARRIAGE DTE LETTER DATED 24.11.2021	P.K.C.	01.12.21	S.C.A	03
CORRECTED AS PER CARRIAGE DTE LETTER DATED 24.03.2021	P.K.C.	25.05.21	S.C.A	02
LOCATION OF GENSET AND POWER PACK-CRANE CHANGED.SHEET-02 ADDED.	P.K.C.	01.01.21	S.C.A	01

	NAME	SIGN
DGN.	P.K.C.	
DRN.	VIJAY	
CHD.	P.K.C.	
APD.	S.C.A	

SIZE-A0 | SCALE

PHOOLTAS TRANSRAIL LIMITED

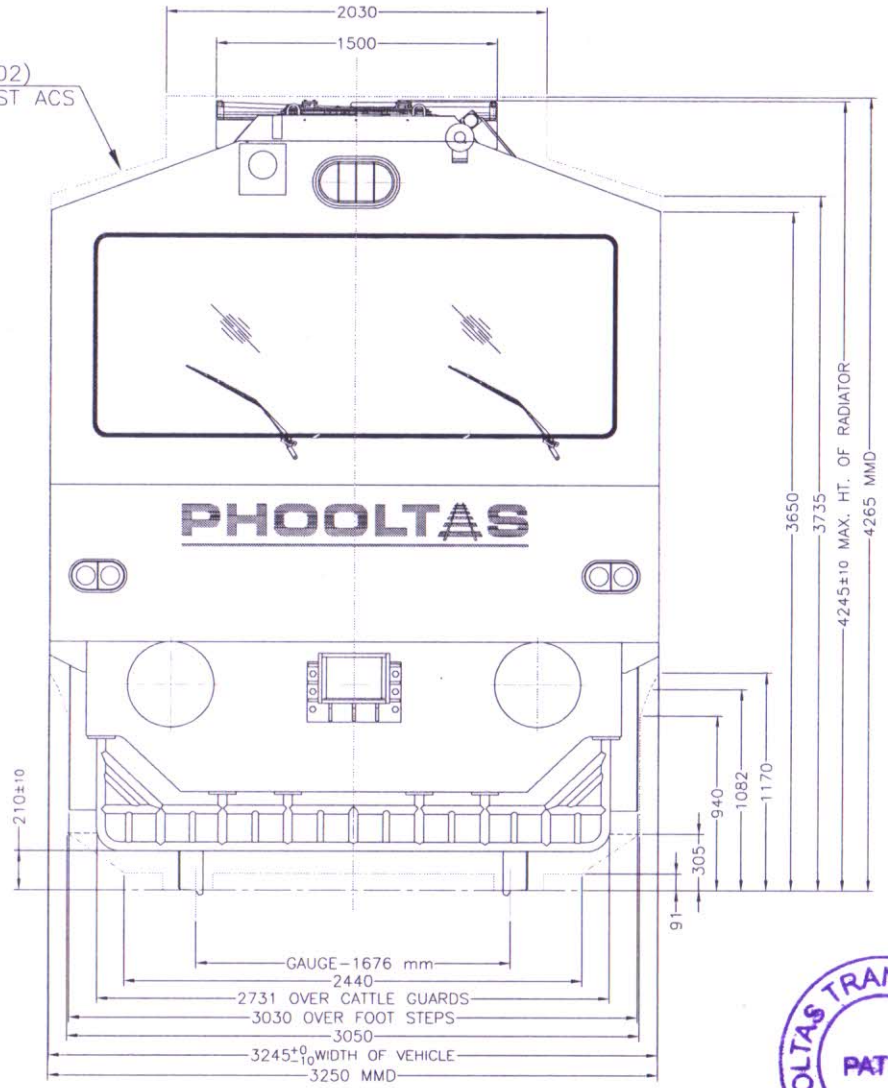
FORMERLY PHOOLTAS HARSCO RAIL SOLUTIONS (P) LTD.
LAYAK ENCLAVES, SAHAY NAGAR, PATNA-801 506

GA LAYOUT OF RAIL BORNE MAINTENANCE VEHICLE

MODEL	RBMV.04.B
PROJECT	RBMV.04.B-IR PO NO:2018/TRACK-III/MC/13.Dtd-25.03.2021
DRG.NO: 8B0304000000	SHEET 01 OF 02 REV-04

FOR PROTOTYPE ONLY

DIAGRAM NO.1D (EDO/T-2202)
1676 mm GAUGE AS PER LATEST ACS



DECLARATION :
THERE IS NO INFRINGEMENT OF THE PROPOSED RBMV ROLLING STOCK TO IR SOD 2004 WITH LATEST ACS.

PHOOLTAS TRANSRAIL LIMITED PATNA

NOTE:
1. ALL DIMENSIONS ARE IN mm.
2. ALL DIMENSIONS UNDER TARE CONDITION.

DATE OF SUBMISSION:

	NAME	SIGN
DGN.	P.K.C	
DRN.	VIJAY	
CHD.	P.K.	
APD.	S.C.A	

SIZE-A0

PHOOLTAS TRANSRAIL LIMITED
FORMERLY PHOOLTAS HARSCO RAIL SOLUTIONS (P) LTD.
LAYAK ENCLAVES, SAHAY NAGAR, PATNA-801 506

GA LAYOUT OF RAIL BORNE MAINTENANCE VEHICLE

SCALE

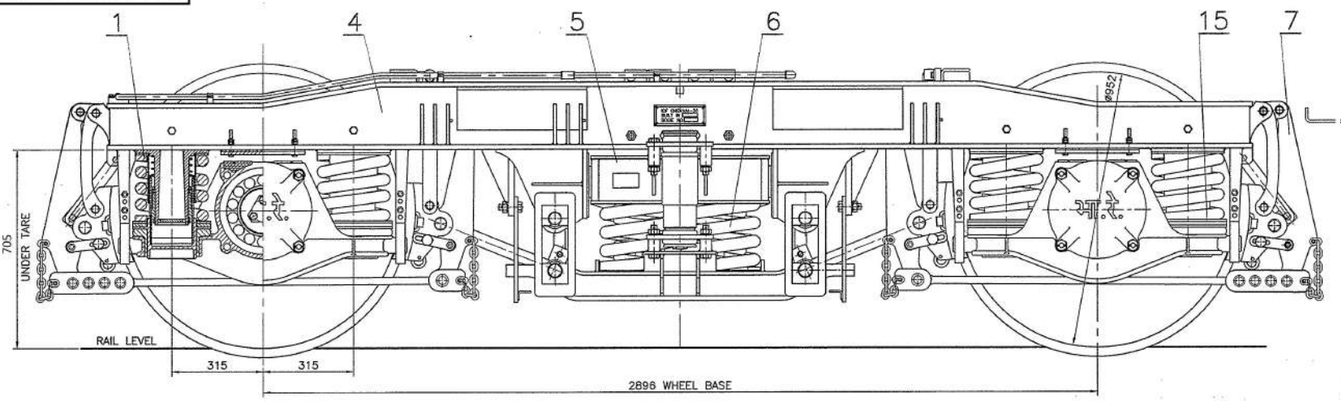
MODEL RBMV.04.B

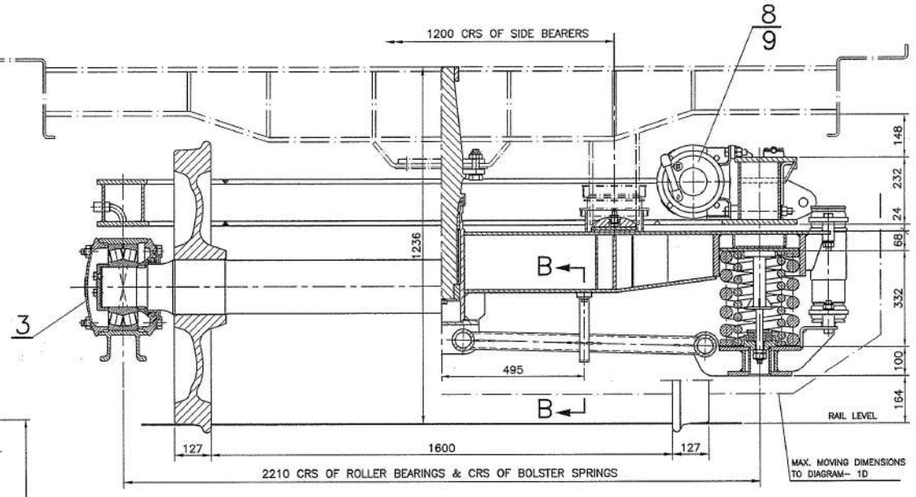
PROJECT RBMV.04.B-IR PO NO:2018/TRACK-III/MC/13.Dtd-25.03.2021

DRG.NO: 8B0304000000 SHEET 02 OF 02 REV 04

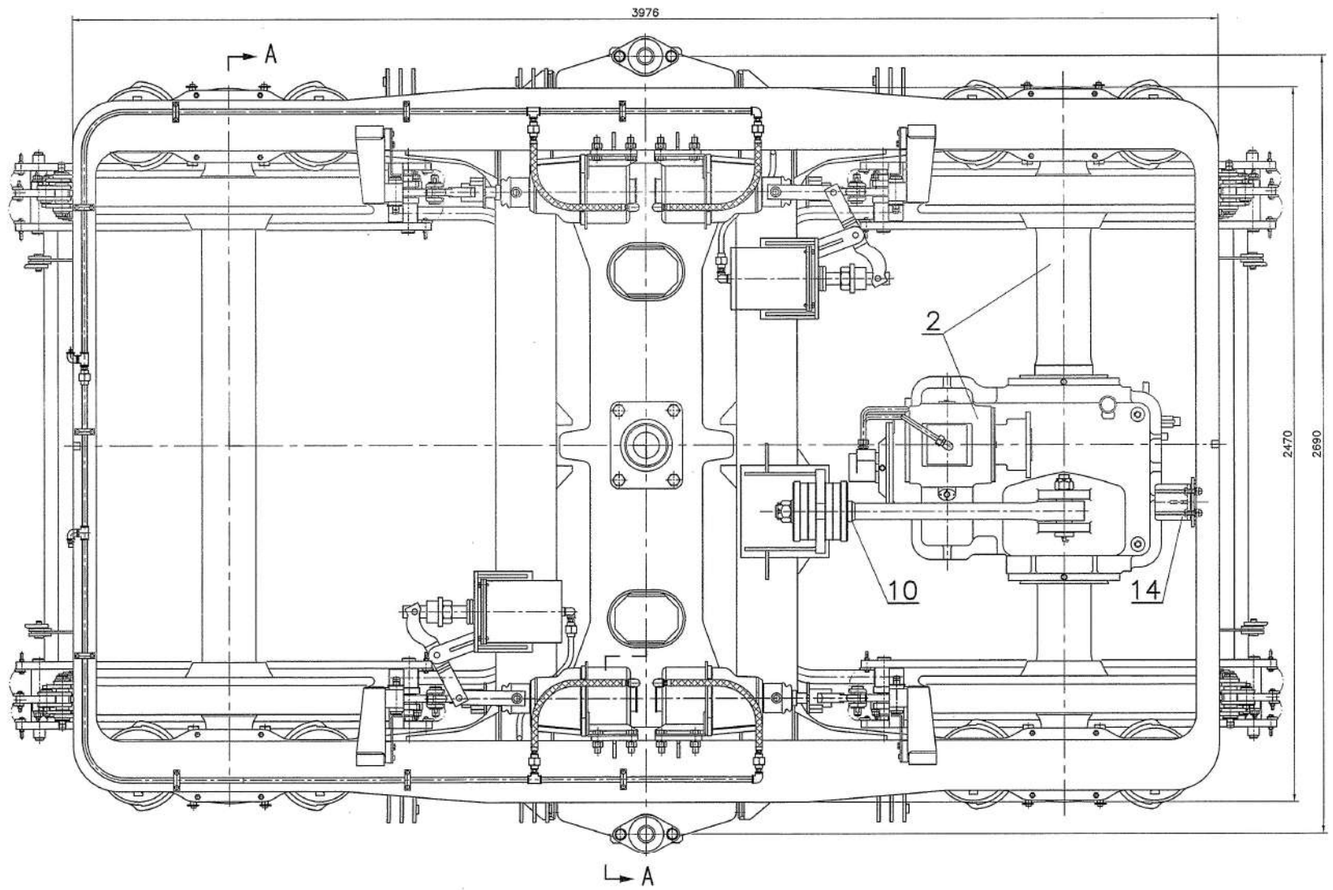
8B0304SK0100

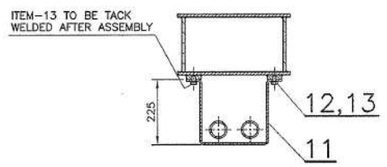
FOR PROTOTYPE ONLY





SECTION– AA





SECTION– BB

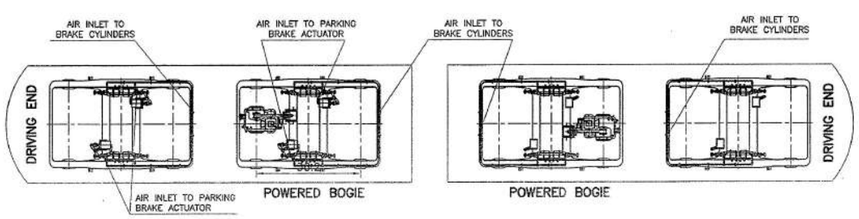
NOTE:

1. COL– 1 PERTAINS TO SHELL ITEMS.
   COL– 2 & 3 PERTAINS TO FUR ITEMS.
2. FOR OPEN TOLERANCES AND SURFACE FINISH VALUES REFER DRG. NO. ICF/STD–9–0–00
3. GALVANISED TO IS:1573 TO SERVICE GRADE NO–2 OF TABLE–2.
4. THIS DRAWING IS IDENTICAL TO ICF DRAWING NO: SV/DPC3-0-0-001 , ALT-a.

TABLE–1

ITEM NO.	DESCRIPTION		DRAWING NUMBER
6	BOGIE BOLSTER SUSPENSION ARRANGEMENT	WITH LONG CENTRE PIVOT PIN	DMU/DPC–0–5–001/COL–8
8	BOGIE BRAKE PIPING AND PARKING BRAKE ARRANGEMENT	SS PIPE & DOUBLE FERRULE FITTINGS	DMU/DPC7–3–2–702
9	BOGIE BRAKE PIPING ARRANGEMENT	SS PIPE & DOUBLE FERRULE FITTINGS	DMU/DPC7–3–2–701/COL–2

DESCRIPTION & DIMENSION	ITEM	REF.DRGS	MAT.SPEC	WEIGHT/UNIT	REMARKS
SUSPENSION DIAGRAM	15	SV/DPC 9–0–004			
FIXING ARRGT OF STOPPER FOR FINAL DRIVE	14	SV/DPC3 0–0–002			COL–1
SPRING LOCK WASHER B12–IS:3063	13	IS:3063			SEE NOTE–3
HEXAGON HEAD SCREW–IS 1363(Part 2)/ ISO 4018–M12x20–4.6	12	IS:1363(Pt2)			SEE NOTE–3
SAFETY STRAP	11	DC/EMU/M 0–5–011			ITEM–1
TORQUE ARM FIXING ARRGT	10	SKM 960 NO 5X6X 4185			
BOGIE BRAKE PIPING ARRANGEMENT	9	SEE TABLE 1			
BOGIE BRAKE PIPING AND PARKING BRAKE ARRGT.	8	SEE TABLE 1			
BOGIE BRAKE ARRANGEMENT	7	EMU/M 3–2–064			COL–2
BOGIE BOLSTER SUSPENSION ARRGT.	6	SEE TABLE 1			
BOGIE BOLSTER ARRANGEMENT	5	DMU/DPC 0–4–001			COL–2
BOGIE FRAME ARRANGEMENT	4	SV/DPC3 0–3–001			COL–1
ROLLER BEARING ARRGT (NON–POWERED AXLE)	3	SV/DPC 0–2–003			COL–1
ROLLER BEARING ARRGT (POWERED AXLE)	2	SV/DPC 0–2–001			COL–2
AXLE BOX GUIDE ARRANGEMENT	1	DHMU/DPC 0–1–001			COL–7



SV/DPC3 (WITH PARKING BRAKE) KEY DIAGRAM ARTV5

QUANTITY : 02 NOS./RBMV

TECHNICAL SPECIFICATION NO RBMV : TM/HM/RBMV-422 of 2018
NAME OF CUSTOMER : INDIAN RAILWAYS
TRACK GAUGE : 1676 mm

NOTE:
1. ALL DIMENSIONS ARE IN mm.
2. ALL DIMENSIONS UNDER TARE CONDITION.

	NAME	SIGN
DGN.	–	
DRN.	P.K.C	
CHD.	S.C.A	
APD.		
SCALE		
SIZE–A0		

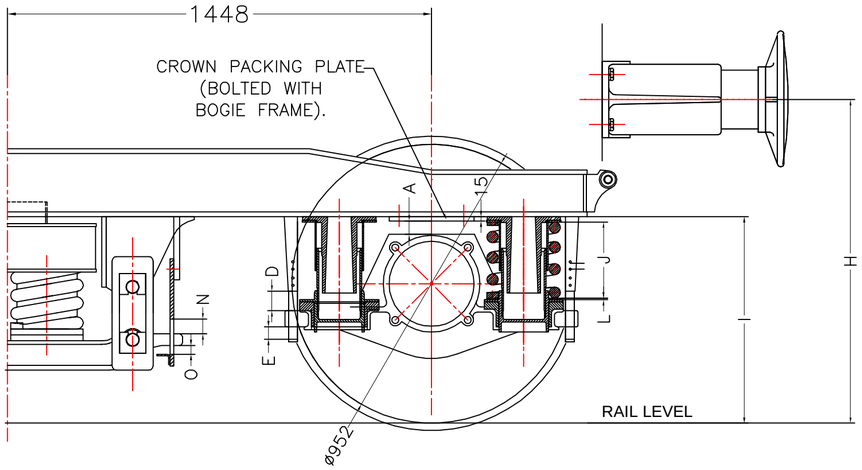
DESCRIPTION | BY | DATE | CHKD | REV

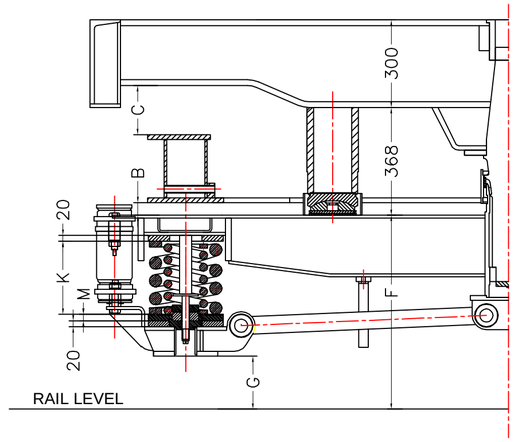
PHOOLTAS TRANSRAIL LIMITED
FORMERLY PHOOLTAS HARSCO RAIL SOLUTIONS (P) LTD.
LAYAK ENCLAVES, SAHAY NAGAR, PATNA–801 506

BOGIE GENERAL ARRANGEMENT
(RAIL BORNE MAINTENANCE VEHICLE)

MODEL RBMV.04.B
PROJECT RBMV.04.B-IR PO NO:2018/TRACK-III/MC/13.Dtd-25.03.2021
DRG.NO: 8B0304SK0100 REV 0

FOR PROTOTYPE ONLY





LOADING CONDITION				TARE (21260 kg)	GROSS (28760 kg)
S.NO.	DESCRIPTION			DESIGN DIMENSION	DESIGN DIMENSION
1	CROWN CLEARANCE		A	45±5	28±5
2	BOLSTER CLEARANCE (IN BETWEEN BOGIE BOLSTER & BOGIE FRAME)		B	40±5	53±5
3	CLEARANCE BETWEEN TOP OF BOGIE FRAME & BOTTOM OF BODY BOLSTER		C	165±5	158±5
4	AXLE BOX SAFETY LUGS CLEARANCE	TOP	D	55±5	38±5
		BOTTOM	E	60±5	77±5
5	BOLSTER HEIGHT FROM RAIL LEVEL		F	662±5	632±5
6	LS BEAM HEIGHT FROM RAIL LEVEL		G	181±5	164±5
7	BUFFER HEIGHT FROM RAIL LEVEL		H	1105+0/−5	1075±5
8	BOGIE FRAME HEIGHT FROM RAIL LEVEL		I	705±5	688±5
9	HEIGHT OF PRIMARY SPRING		J	260.3^{+3}_{-2}	243.4^{+4}_{-3}
10	HEIGHT SECONDARY SPRING		K	250^{+3}_{-2}	236.6^{+3}_{-2}
11	INITIAL PACKING [PRIMARY]		L	8	–
12	INITIAL PACKING [SECONDARY]		M	20	–
13	BOLSTER SAFETY LUGS CLEARANCE	TOP	N	25±5	25±5
		BOTTOM	O	55±5	55±5

WEIGHT PARTICULARS :

1. TARE WEIGHT OF VEHICLE : 58 tonnes
2. WEIGHT OF EACH BOGIE : 7.5 tonnes
3. UNSPRUNG MASS/BOGIE : 4.8 tonnes
4. WEIGHT OF EACH BOLSTER : 0.5 tonnes
5. PAY LOAD : 15 tonnes
6. GROSS VEHICLE WEIGHT : 73 tonnes

NOTE:
1. ALL DIMENSIONS ARE IN mm.
2. AXLE BOX SPRING TO DRG. NO.8B0304030100. [IDENTICAL TO RBMV01−03 01.00, REV. 03]
3. BOLSTER NEST TO DRG. NO.8B0304030200. [IDENTICAL TO RBMV01−03 02.00, REV. 01]
4. COMPENSATING RINGS PROVIDED IN EACH BOLSTER NEST : 20 mm THK.−03 NOS.(01 NO. ON TOP, 2 NOS. BELOW THE NEST).
5. INITIAL PACKING PROVIDED BELOW EACH AXLE BOX SPRING : 8 mm THICK.
6. CROWN PLATE : 15 mm THICK EACH.
7. THIS DRAWING IS IDENTICAL TO OUR DRG. No. RBMV01−03 00.02 Rev.03 DULY APPROVED FOR OSCILLATION TRIAL.

DATE OF SUBMISSION:

DESCRIPTION	BY	DATE	APPD	CHKD	REV
DRG. CORRECTED AS PER CARRIAGE LETTER NO.SV.BOGIE.GENERAL. Dtd.−17.08.2022	P.K.C	14.09.2022	S.C.A	S.C.A	03
DRG, NOs. OF SPRINGS REVISED	P.K.C	14.02.2022	S.C.A	S.C.A	02
LOA NUMBER ADDED.	P.K.C	18.01.2021	S.C.A	S.C.A	01

	NAME	SIGN
DGN.	S.C.A	
DRN.	P.K.C	
CHD.	S.C.A	
APD.	S.K.R	

PHOOLTAS TRANSRAIL LTD.

LAYAK ENCLAVES , SAHAY NAGAR , PATNA − 801 506

SUSPENSION DIAGRAMMATIC ARRANGEMENT
(RAIL BORNE MAINTENANCE VEHICLE)

MODEL	RBMV.04.B
PROJECT	RBMV.04.B−IR PO NO:2018/TRACK−III/MC/13.Dtd−25.03.2021

DRG NO. 8B0304030001 REV 03

आज़ादी का अमृत महोत्सव

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

G20 भारत 2023 INDIA

(E-File No. -3338970)

No. 2020/M(C)/202/6(MTM)-I

New Delhi, Date: 31.10.2023

ED/Carriage
RDSO, Lucknow

Sub: Allotment of transportation code for 8-wheeler Rail Borne Maintenance Vehicle (RBMV) supplied by Phooltas Transrail limited Patna

Ref: RDSO letter no. MC/RBMV/Phooltas dated 19.10.2023.

Vide letter under reference above, RDSO has submitted that the proposed layout drawing No. 8B0304000000 (Rev. 04) for 8 wheeler Rail Borne Maintenance vehicle (RBMV) supplied by M/s Phooltas Transrail limited Patna has been examined in consultation with TMM Directorates and found in order.

Accordingly, a transportation code for **8-wheeler Rail Borne Maintenance Vehicle (RBMV) supplied by M/s Phooltas Transrail limited Patna is as under:**

Type of Coach	Transportation Code
8-Wheeler Rail Borne Maintenance Vehicle (RBMV) supplied by M/s Phooltas Transrail limited Patna	**RBMVPTL8**

For further necessary action please.

DA: As above.

31/10/23

(रवि जैन)
कार्य. निदेशक / यांत्रिक इंजी./कोचिंग
रेलवे बोर्ड

C/- PED/RS/RDSO, ED/TK/M&MC/RB and GM/CMM/CRIS for kind information and necessary action.

No.65/WDO/SR/26 (Railway Board) 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.

.....

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 1522 of Indian Railway Code for Accounts department.

3. Prior to the setting up of testing facilties 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 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 experience 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, inter-alia 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, wheel 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 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.

certificate. Machine competency certificate is to be issued to SSE/JE/TM by Dy.CE/TM Line or an officer authorized by him. This certificate will be issued as per proforma given in **Annexure 7.3** after ascertaining the successful completion of technical training, G & SR training and his medical fitness. The validity of this certificate will be up to the earliest expiry date of the three i.e. (i) Technical training (ii) G & SR training and (iii) PME.

For automatic block section, separate competency is required to be issued as per the practice in the Zonal Railway.

704 Safety Equipment

(1) **General** - SSE/JE/TM in-charge shall be responsible to ensure that the following equipment in working condition are available on the track machine:

(a) Two red and one green hand signal flags.

(b) Two tri-colour hand signal lamps /LED torch.

(c) Two chains with padlocks.

(d) One fire extinguisher in each cabin.

(e) Two hooters (manually controlled).

(f) Two jacks10 t.

(g) Four wooden blocks.

(h) Four crow bars.

(i) One hydraulic hand pump.

(j) Emergency pneumatic/hydraulic hose off sizes suiting to different machines (Complete with end fitting).

(k) Wire rope with close loops at both ends 2 m and 9 m long for BCM: One of each length.

(l) Machine specific equipment, if any, listed in Chapter 2, 3, 4 and 5.

(m) Ten fog signals (detonators) in a tin case.

(n) A copy of the working timetable of the section where the machine is working.

(o) G & SR book with up to date amendment slips.

(p) One 4 cell flasher light LED lamp cum flasher light (rechargeable).

(q) Two banner flags.

(r) One first aid box.

(s) Two skids.

(t) Safety helmets for all machine staff.

(u) Protective clothing, safety shoes and safety gloves.

(v) Walkie talkie with frequency of SM, Guard and Loco Pilots.

(w) Internal communication system like walkie-talkie and/or head mounted system.

(x) Track Machine Manual with up to date correction slips.

(y) Accident Manual.

(z) Tail lamp.

(2) **Head and Tail Lights –** Each track machine must be equipped with prescribed head and tail lights, marker lights and flasher lights as per GR 4.14, 4.15 & 4.16 and SRs thereof. Each machine shall display LV board/tail lamp when moving alone. While moving in conveyor coupled, the LV board/tail lamp shall be fixed on the last vehicle; in the direction of movement.

705 Rules for Operation – General

(1) **Stabling of Track Machines -** When the track machine(s) is/are stabled at a station, SSE/JE/TM in-charge shall ensure that it is clear of fouling marks and traps and necessary precautions against rolling down such as pinning down hand brakes, chaining and provision of skids; is taken in accordance with G&SR.

(2) **Shunting of Track Machines -** No track machine shall be moved between a running line and the siding/stabling line without the written permission of the Station Master on duty in the form of shunting order/shunt signals.

(3) **Machine Ready Memo -** SSE/JE/TM shall issue a written machine ready memo (as per Annexure 7.4) after necessary maintenance/repairs/schedules and Brake Power testing and other stipulated checks, if any, to on duty SM, indicating time and date, under advice to SSE/JE/P.Way deputed to work with the machine.

(4) **Movement of Track Machines -** When the track machine is required to move from one station to another station, SSE/JE/TM shall run the machine only with proper authority to proceed and all necessary permits, notices and cautions as specified in G&SR. When track machine is to move on wrong road (against the direction of traffic), the speed of track machine shall not exceed more than 25 kmph and flasher light shall be kept "ON".

(5) ***Working in Group***

(a) When more than one machine is required to work within the same block section, these machines may be allowed to move into the block section in a group under one authority as detailed in this chapter. In such situation all the track machines must leave and enter the section simultaneously one after another keeping adequate distance among them and with proper authority as detailed further in the following paras.

(b) Total number of the machines shall be clearly mentioned in the line clear/block authority message with exchange of private numbers. For

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2018/Track-III/MC/13/Vol.II **New Delhi, Dtd. 28.03.2024**

The Principal Chief Engineers,
All Indian Railways.

Sub: Allotment of 104 nos. RBMVs (16 nos. RSP-1109 of 2016-17) & 80 nos. RSP-1284 of 2018-19 and 8 nos. (out of 430 nos. RSP 1271 of 2019-20) against Railway Board's contract no. 2018/Track-III/MC/13 dated 04.12.19 for supply of 57 nos. RBMVs placed on M/s Phooltas Transrail Ltd., Patna, contract no. 2018/Track-III/MC/13(i) dated 28.08.19 for supply of 30 nos. RBMVs placed on M/s SAN Engg & contract no. 2018/Track-III/MC/13(ii) dated 28.08.19 placed on M/s OVIS

Ref: i) Railway Board's letters of even no. dated 03.06.2022.
ii) Railway Board's letter no. 2023/CE-II/TK/MMG dated 20.04.2023.

In view of the implementation of modified 3-tier system of track maintenance issued vide ref.(ii) above, partial modification to the allotment & priority issued vide ref. (i) above for supply of 104 nos. RBMVs is given in table below:

Revised Allotment & Priority of 104 Nos. RBMV CAP

	Allotment of 104 nos. RBMV					Priority			Revised Allotment of 104 nos. RBMV					Revised Priority		
	16 nos.	80 nos.			8 nos.	57 nos. M/s Phooltas	17 nos. OVIS	30 nos. SAN	16 nos.	80 nos. RSP-1284 of 2018-19			8 nos.	57 nos. Phooltas	17 nos. OVIS	30 nos. SAN
Rly	57 nos. M/s Phooltas	17 nos. OVIS	30 nos. SAN						PHOOLTAS (57 nos. RBMV)	OVIS (17 nos. RBMV)	SAN (30 nos. RBMV)					
CR	2			2	2	15,16		11,12, 25,26	2			2	2	3,4		2,3, 18,19
ECoR		5				27,28,39, 40,56				5				28,29,43,44,57		
ECR	1	4		3		5,6,23, 24,55		9,10, 27	2	4		2		13,14,39, 40,53,54		14, 15
ER	1	6				11,12,35,36, 48,49,57			1	6				23,24,41,42, 47,55,56		
NCR	5	3				3,4,21,22,41, 42,50,51			3	3	1	1		1,2,19,20,37,38	1	1
NER	1	1				29,30			1	1				30,31		
NFR		4			2	13,14, 37,38		13,14		4			2	15,16,45,46		16,17
NR		3	3	2	2	1,2.52	9,10, 17	15,16, 29,30	1	3	2	2	2	17,18,48,49	12,13	12,13, 28,29
NWR		3				33,34, 46				3				33,34,52		
SCR			4	3	2		1,2,11, 12	5,6,19, 20,28			4	3	2		4,5, 14,15	8,9,22, 23,30
SECR		3	2			17,18, 43	15,16			3	2			7,8,25	2,3	
SER		2	3			25,26	7,8,14			2	3			26,27	8,9,16	
SR			3	4			5,6,13	3,4,2 1,22			3	4			10,11, 17	10,11, 24,25
SWR			2	4			3,4	1,2,17, 18			2	4			6,7	6,7,26, 27
WCR	2	3		4		9,10,31,32, 47		7,8, 23,24	2	3		4		9,10,21, 22,32		4,5,20, 21
WR	4	4				7,8,19,20, 44,45,53,54			4	4				5,6,11,12,35,36 ,50,51		
IR	16	41	17	22	8				16	41	17	22	8			

It is advised that 5 Zonal Railways where implementation of modified 3-tier system of track maintenance is proposed should ensure proper deployment/utilization of RBMVs for implementation of modified 3-tier system of track maintenance in nominated section on first priority.

Rest of the contents mentioned in letter ref.(i) above, will remain unchanged.

Vijay
28/3/2024

Vijay Singh)
Exe. Director Track(M&MC)
Railway Board
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Copy to:

1. PFA & CAO/Central Railway, CSMT for information and necessary action.
2. M/s Phooltas Transrail Ltd., Patna, Bihar.
3. M/s SAN Engg., Bangalore.
4. M/s OVIS, Hyderabad.
5. SO(A/C-IV), Room No. 564, 5th floor, Rail Bhawan, New Delhi for information and necessary action.
6. PED/TMM/RDSO for necessary action.

CENTRAL RAILWAY

HEADQUARTERS OFFICE,
ENGINEERING BRANCH,
MUMBAI C.S.T.

NO: W.446.S.27/TM/7

Date: 20.09.2024

Executive Director/Track Machine
RDSO, Lucknow

SUB: Speed certificates for RBMV machines allotted to Central Railway.

REF: 1) Railway Board letter no. 2018/Track-III/MC/13/Vol.II dated 28.03.2024
2) This office lr. Dated 13.09.2024

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Railway board has allotted four RBMV machines (Priority no. 2nd, 3rd, 18th & 19th) from M/s. SAN Engg & Loco. Pvt. Ltd., Banglore and two RBMV machines (Priority no. 3rd & 4th) from M/s. Phooltas, Haridwar to C. Rly vide letter under reference 1.

Division wise allotment of above allotted RBMV to C. Rly. is as mentioned below:

M/s. SAN Engg- 1st – AJNI, NGP div.
2nd – Khadki, PUNE div.
3rd - Kalyan, CSMT div.
4th - Bhusawal, BSL div.

M/s. Phooltas- 1st- Ajni, NGP div.
2nd- Solapur, SUR div.

It is requested to issue RDSO speed certificate for one time movement of above machines from OEM works to C. Rly.

20.09.24

(S.K.Patel)
Chief Engineer/TM
Central Railway

C/-Exe.Dir. Track(M&MC)- for kind information please.