

2723817/2024/O/o JD/SC/MP/RDSO



भारत सरकार - रेल मंत्रालय  
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**AMENDMENT No. 1 To PROVISIONAL SPEED CERTIFICATE**

No.	TM/HM/11/53/RMM	Date	As Signed
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**(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, मालीगाँव, 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 कॉम्प्लेक्स, 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 लि० पाँचवा तल, प्रगति मैदान मेट्रो स्टेशन बिल्डिंग  
कॉम्प्लेक्स नई दिल्ली-110 001

Sub:	Amendment No.1 to Provisional Speed Certificate for operation of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria.
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Ref:	i) Provisional Speed Certificate No. TM/HM/11/53/RMM dated 01.06.2022. ii) Railway Board Letter No. 2020/CEDO/SR/PC-6/0 dated 01.05.2023.
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Provisional Speed Certificate for operation of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria had been issued vide reference above (i). Vide letter under reference (ii) above, Railway Board has reduced the provisional speed from 65kmph to 60kmph for Track machines. Therefore, it has been decided to issue an Amendment No. 1 with following modification to Provisional Speed Certificate as given below:

- "The maximum permissible speed of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria is 60kmph instead of 65kmph wherever mentioned in the Provisional Speed Certificate".
- Para 3.4.1, 3.5.1.1, 3.6.2, 3.6.6 & Annexure-A is amended as below:-




## File No.RDSO-TMM0HM(S053)/3/2021-O/o PED/TMM/RDSO

3.4.1	Before initiating the operations of the Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria, the Chief Engineer/Track Machine of the concerned Railway/CGM (Civil Engg.) 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.
3.5.1.1	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.
3.6.2	The profile of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria infringes clause 9 and 18(i) of Chapter IV (A) of Indian Railways Schedule of Dimensions (BG) Revised, 2004. Railway Board has condoned these infringements vide their letter No 2021/CEDO/SD/RS/01 dated 13.05.2022. However, the profile of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria does not infringe any clause of Chapter IV (D) of Indian Railways Schedule of Dimensions (BG) Revised, 2022.
3.6.6	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. This Speed Certificate is valid only for Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria coming under Railway Board's Contract No. 2019/Track-III/MC/5 dated 18.02.2020.

## ENCLOSURES: / संलग्नक:

i)	Railway Board Letter No. 2020/CEDO/SR/PC-6/0 dated 01.05.2023
ii)	Para 704 of Indian Railways Track Machine Manual, Second Edition September-2019


  
12/4/24

(नितिन मेहरोत्रा)

कार्यकारी निदेशक मानक/चालन शक्ति

## प्रतिलिपि:

1. सचिव, {यांत्रिक/विद्युत/इंजीनियरिंग(जी)}, रेलवे बोर्ड, 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, मालीगाँव, 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

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- 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. सी.जी.एम ( यांत्रिक / विद्युत / इंजी / यातायात / संकेत एवं दूर संचार) डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि0 नई दिल्ली-110001.

**ENCLOSURES: / संलग्नक:**

i)	Railway Board Letter No. 2020/CEDO/SR/PC-6/0 dated 01.05.2023.
ii)	Para 704 of Indian Railways Track Machine Manual, Second Edition September-2019

(Signed)

(नितिन मेहरोत्रा)

कार्यकारी निदेशक मानक / चालन शक्ति





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



No. 2022/CEDO/SR/PC-6/0

New Delhi, Dated 01.05.2023

General Managers  
All Zonal Railways

Chief Commissioner of Railway  
Safety DRM Office Campus, Lucknow.

**Sub: Policy Circular No. 6, 2023**

Ref: (i) Gazette Notification bearing No. G.S.R. 321(E), Dated 28.04.2023  
(ii) RB's Letter No. 2022/CEDO/SR/PC-6/0, Dated 24.03.2023  
(iii) Gazette Notification No. S.O. 2368(E), Dated 24.05.2022  
(iv) RB's Letter No. 2018/CEDO/SR/PC-6/0, dated 31.10.2018, 12.10.2020, 28.09.2021 & 20.09.2022

- 1) The Policy Circular No. 6 deals with procedure for certification of maximum permissible speed for rolling stock and introduction of trains at different speeds.
- 2) The existing Policy Circular No. 6 was issued vide Letter No. 2018/CEDO/SR/PC-6/0, dated 31.10.2018. Subsequently, the same was amended vide Letter No. 2018/CEDO/SR/PC-6/0, dated 12.10.2020, 28.09.2021 & 20.09.2022.
- 3) With an objective of simplification of all the business processes involved in introduction of Rolling Stock and trains at different speeds, Policy Circular No. 6 has been reviewed by ED committee and its recommendation has been accepted by Board.
- 4) Accordingly, in supersession of existing Policy Circular No. 6, 2018 & its amendments issued vide letters under reference (iv), Board (MT&RS, MO&BD, MInfra) has approved the revised **Policy Circular No. 6, 2023** on '*Procedure for certification of maximum permissible speed for rolling stock and introduction of trains at different speed*', same is enclosed for compliance by all concerned.
- 5) In addition to above, Board has also decided the following:
  - (a) Rolling stock which are already running over Zonal Railways for quite some time, but not having valid Railway Board's sanction, one time sanction may be obtained from Railway Board, through CCRS, on a single proposal of RDSO, to regularize all such cases in one go.
  - (b) RDSO shall process one time sanction of condonation, through CCRS, by Railway Board, for the three different profiles (like MMD) for taking care of different type of dimensions of Rolling Stock i.e (i) Rolling stock which will operate on normal IR routes on Pan India basis (**maximum height- 4318mm**) (ii) Rolling stock which will operate on DSDC

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routes (**maximum height- 4877mm**) (iii) Rolling stock which will operate on Double Stack Container routes (**maximum height- 6827mm**). Rolling stock within this profile will not require sanction of condonation of Railway Board again. [Same has already been circulated vide RB's Letter No. 2022/CEDO/SR/PC-6/0, Dated 24.03.2023]

DA: As above

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(अजीत कुमार झा) 1.5.23

कार्यपालक निदेशक/सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-44803: Rly: 011-23383379:MTNL]

e-mail address : edceg2022@gmail.com

Copy to:

1. DG/RDSO, Lucknow for information and necessary action
2. Commissioners of Railway Safety, All Circles, for information and necessary action
3. Concerned PSO for kind information of Chairman & Chief Executive Officer(CEO), Member (Infrastructure), Member (Traction & Rolling Stock), Member (Operation & Business Development), Member (Finance), DG (Safety), Railway Board
4. Adv./MR, EDPG/MR, OSD/MR, OSR(Co-ord)/MR

**Procedure for Certification of Maximum  
Permissible Speed for Rolling Stock and  
Introduction of Train at Different Speed**



**Policy Circular No. 6**

**Ministry of Railways  
(Railway Board)**

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## **Amendment in Policy Circular No.6**

### **Policy Circular No. 6 (Revised 2023)**

To lay down procedure for introduction / use of new locomotive or rolling stock, introduction of new trains, increase or decrease in speed of existing trains/ rolling stock etc., following directives are issued for compliance of all concerned: These directives shall be applicable to all locomotives or rolling stocks, other than pre-IRS stock and supersedes all previous instructions on the subject.

#### **1. Authority for Introduction of New Locomotive or Rolling Stock**

Central Govt. (Railway Board) is the final authority to introduce a new locomotive or rolling stock under Section 27 of "The Railways Act, 1989".

#### **2. Use of Rolling Stock Already Sanctioned by Central Government (Railway Board)/ DG (RDSO) or Running on Any Section(s) of Railway**

- 2.1. In the case of locomotive or rolling stock already sanctioned by Central Govt. (Railway Board)/ DG (RDSO) or running on any section(s) of any Railway, the same can be used over zonal railway with the approval of General Manager following the procedure given in The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time. The Safety Certificates which should accompany Joint Safety Certificate (JSC) (Annexure D) are at Annexures A, B and C. The Proforma for sanction to be given by GM is at Annexure F.

#### **3. Determination of Speed of New/Derived Design of a Locomotive or Rolling Stock**

##### **3.1. Determination of Provisional Speed**

- 3.1.1. The provisional maximum permissible speed for new/derived design of a locomotive or rolling stock will be determined and certified by Executive Director Standards (Motive Power)/ RDSO in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and other concerned Directorates, on the basis of design features, simulation study & data and where appropriate, on comparison of the performance of similar designs of locomotives or rolling stocks already in service.

- 3.1.2. The provisional speed will normally be lower than the designed or projected service speed of the stock, and, shall not be more than the following:

- 80 km/hr for Broad Gauge passenger stock
- 65 km/hr for Broad Gauge goods stock
- 60 km/hr for Broad Gauge Track Machine and Other Departmental Stock
- 60 km/hr for Metre Gauge passenger stock
- 45 km/hr for Metre Gauge goods stock
- 35 km/hr for Narrow Gauge stock

- 3.1.3. However, in respect of such locomotive or rolling stock, which is regarded as 'derived' as defined in 'The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time', provisional speed mentioned in para 3.1.2 above can be increased by Executive Director Standards (Motive Power)/ RDSO in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and other concerned Directorates, as under:

- 105 km/hr for Broad Gauge passenger stock

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- 75 km/hr for Broad Gauge goods stock
- 65 km/hr for Broad Gauge Track Machine and Other Departmental Stock
- 75 km/hr for Metre Gauge passenger stock
- 50 km/hr for Metre Gauge goods stock
- 40 km/hr for Narrow Gauge stock

The above speed limits can further be increased up to the same speed as that permitted for the stock already in service after one year by ED Standards/Motive Power/RDSO in consultation with ED Standards (Track), ED (B&S) and other concerned directorates, in case no adverse report on the running performance of locomotive or rolling stock, is received by RDSO.

- 3.1.4. The validity of provisional speed certificate shall be five years for departmental stock and three years for locomotive or rolling stock other than departmental stock, except when it is superseded by final maximum permissible speed certificate. However, issue of provisional speed certificate should be kept to the bare minimum.

### 3.2. Determination of Final Maximum Permissible Speed

- 3.2.1. The final maximum permissible speed for new/derived design of a locomotive or rolling stock will be determined and certified by Executive Director Standards (Motive Power), RDSO in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and other concerned Directorates. In case of any dispute, the matter shall be referred to railway board for deliberations among concerned technical members and final orders.
- 3.2.2. The final maximum permissible speed of new/derived design of a locomotive or rolling stock shall be determined after due consideration of the services to be performed, comparison with the similar stock already in service, and on the basis of detailed Oscillation Trials for assessing the riding quality and/or stability.
- 3.2.3. However, in respect of such locomotive or rolling stock, which is not 'new' and regarded as 'derived' as defined in 'The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time', detailed Oscillation Trials may be dispensed with, by ED Standards (Motive Power) RDSO in consultation with ED Standards (Track), ED (B&S) and other concerned directorates under following conditions:

If there is change of axle load up to + 2%, - (within range of empty and loaded condition of similar stock), or change of track loading density up to + 2%, -100% or change in unsprung mass up to  $\pm 5\%$ , or change in principal dimensions (Length, Width and Height) up to +5%, -2% within MMD, or change in center of gravity upto +2%, -10% with respect to any similar stock within same category (as defined in para 3.3.1.1) already running over Indian Railways provided there is no change in suspension system or no change in bogie design affecting the riding behavior of rolling stock.

In case of difference of opinion, the matter shall be referred to the Central Govt. (Railway Board) for deliberations among concerned technical members and final decision.

- 3.2.4. The test stretches for conducting oscillation trials shall be advised by Executive Director Standards (Track Machines & Monitoring) as per stipulations of Standing Criteria Committee.
- 3.2.5. For carrying out tests on new/derived locomotive or rolling stock, where speeds in excess of the provisional / proposed final maximum permissible speed will be attained, Executive Director Standards (Motive Power) shall determine in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structures), the increments of test speeds from the provisional / proposed final maximum permissible speed and also the maximum test speed, on the basis of the design features, data and other information furnished by the head of the Locomotive /

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Rolling Stock Design Directorate concerned and the particulars of track and bridges available in the section.

- 3.2.6. For conducting trial, on the advice of the RDSO to test a new/derived locomotive or rolling stock, General Manager of the concerned railway shall allow conducting the trials on their system, on the test section identified by RDSO, after considering the joint safety certificate duly signed by the Principal Chief Engineer, Principal Chief Mechanical Engineer, Principal Chief Operating Manager and Principal Chief Signal & Telecommunication Engineer (*Principal Chief Electrical Engineer also in case of locomotive or involvement of electrified section*).

- 3.2.6.1. Alternatively, standing sanction of General Manager with validity of 2 years may be issued for a particular axle load and speed on a specified test section after following the above procedure for conducting trials of rolling stocks or locomotives having such axle load and speed not exceeding the values indicated in the standing sanction. Separate standing sanctions may be required for different type of rolling stock i.e. Coaches/ EMU/ MEMU/ DMU/ Train set, Wagon and Departmental vehicle etc., or Locomotive to accommodate various boundary parameters.

Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track), Executive Director (Bridges & Structure) and other concerned directorates will issue a Generic Oscillation Trial Speed Certificate to the Zonal Railway, duly including all the boundary conditions for trial, for processing of the standing sanction.

Based on the standing sanction of GM and generic oscillation trial speed certificate, a supplementary speed certificate for conducting the trial of particular locomotive or rolling stock would be issued by Executive Director Standards (Motive Power) in consultation with the design directorate only, who would keep the other concerned directorates apprised of issuance of such a supplementary speed certificate for a particular rolling stock / locomotives as per provision of para 3.2.5.

- 3.2.7. Since stipulations in the Speed Certificate issued by RDSO for conducting trials shall be about standard design/ structure of track and bridges, as such, if the conditions on the test section are different, the maximum speed which can be permitted over such stretches shall be determined by the Railway in consultation with RDSO, if so considered necessary.
- 3.2.8. The Commissioner of Railway Safety shall be kept advised of the programme for detailed Oscillation Trials along with all relevant technical data including speed specified by RDSO for trials, copy of sanction letter issued by GM and other relevant details, by Zonal Railway, to enable him to witness the trials, if he so desires.
- 3.2.9. The detailed Oscillation Trials shall be conducted by Executive Director (Testing) in consultation with Executive Director Standards (Motive Power), Executive Director Standards (Track), Executive Director (Bridges & Structure) and the head of the concerned Locomotive/Rolling Stock Directorates.
- 3.2.10. The evaluation of detailed Oscillation Trials data shall be done by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and concerned design directorate, who can order re-trials and suggest modifications, if necessary. In the evaluation of the detailed Oscillation Trials data for riding stability, ED Standards (Motive Power) will be guided generally by the extant recommendations of the Standing Criteria Committee.
- 3.2.11. GM sanction for such trials shall be valid for two years, after which it shall require revalidation by the General Manager on the advice of RDSO. With regard to a stock already operating on provisional speed certificate, while revalidating the permission for oscillation trial, any adverse performance or special observations made during service, if any, shall be commented upon.



### 3.3. Issuance of Speed Certificate

- 3.3.1. The Speed Certificates - both provisional and final for new/derived design of a locomotive or rolling stock, shall be issued by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and other concerned directorates. In case of any dispute, the matter shall be referred to Central Govt. (Railway Board) for deliberations among concerned members and final decision.
- 3.3.1.1. Alternatively, generic final speed certificates for different category of new / derived locomotives or rolling stock (Trainset including EMU, MEMU/ Coaches/ Wagons/ Track Machine/ Cranes/ OHE Inspection Cars/ any other category), may also be issued by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track), Executive Director (Bridges & Structure) and other concerned directorates, duly including all the boundary conditions related to track, bridges, signaling and rolling stock for each group. Any new / derived rolling stock qualifying the generic final speed certificate will be added as annexure by amendment to respective generic final speed certificate by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structure) and other concerned directorates.
- 3.3.2. The above mentioned certificates shall invariably indicate whether such locomotive or diesel/electric multiple units may be used in multiple operations and if so, the maximum number of locomotives or diesel/electric multiple units that may be coupled together as well as the special conditions, if any to be satisfied in regard to track and bridges, before permitting such operation.
- 3.3.3. If for the operation at the final maximum permissible speed, any improved standard of maintenance of rolling stock, track, bridges, signaling, OHE etc. is called for, the same shall be mentioned in the respective type of Speed Certificate.
- 3.3.4. While issuing the speed certificate (final/provisional) for higher speed or higher axle load, conditions related to lower speed or lower axle load, if required, may also be incorporated in the same speed certificate.
- 3.3.5. Amendment issued by RDSO to the respective type of speed certificate of a particular locomotive or rolling stock will not require fresh sanction of Railway Board, if the amendment does not come under the category of 'New' rolling stock as defined in The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time.

### 3.4. Movement of a New/Derived Designed Locomotive or Rolling Stock

- 3.4.1. The maximum permissible speed for the limited purpose of movement of new/derived design of locomotive or rolling stock from the manufacturer's works/docks to destination or to the testing point or from the destination/testing point back to manufacturer's works shall be determined and certified by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track) and Executive Director (Bridges & Structures) and other concerned Directorates. The speed for this purpose shall not be higher than the provisional speed determined by RDSO.
- 3.4.2. Based on design parameters of any new/derived locomotive or rolling stock (Coaches/ EMU/ MEMU/ DMU/ Train set, Wagon and Departmental vehicle etc.), a one-time movement speed certificate shall be issued by RDSO, duly stating its similarity (consideration of MMD, Braking System, Axle Load, Control over rolling stock etc.) with existing stock already running on IR and route through which movement is to be done. On the basis of speed certificate issued by RDSO, movement of locomotive or rolling stock can be done by the respective railway.

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- 3.4.2.1. However, if a new/derived rolling stock infringes the MMD of Indian Railway Schedule of Dimensions, in addition to procedure outlined in para 3.4.2, railway shall ensure the movement of such rolling stock as per respective class of ODC in terms of Railway Board's letter no. 2014/CEDO/SR/04 dated 20/10/2014 as amended from time to time. However, if the infringement of a new/derived locomotive or rolling stock is equal or less as similar stock defined in para 3.4.2 above, in that case movement shall be governed by the conditions stipulated for the similar locomotive or rolling stock already running on the Railway.
- 3.4.3. The maximum permissible speed as prescribed by RDSO for any new/derived locomotive or rolling stock not covered under para 3.4.2 above, shall be subject to approval by the Principal Chief Engineer and Principal Chief Mechanical Engineer (*Principal Chief Electrical Engineer also in case of locomotive or involvement of electrified section*) of the concerned Zonal Railways in the form of JSC, who shall ensure that the track, bridges and OHE in the sections concerned are suitable for the new/derived stock at the speed permitted. Any infringement to the Indian Railway Schedule of Dimensions, shall also be dealt by JSC of the concerned Zonal Railways.
- 3.4.4. In case it becomes necessary to move locomotive or rolling stock attached to a passenger carrying train, sanction of the Commissioner of Railway Safety shall be taken.
- 3.4.5. For each single movement of any other rolling stock not covered above, joint safety certificate shall be signed by Principal Chief Engineer, Principal Chief Mechanical Engineer, Principal Chief Operating Manager and Principal Chief Signal & Telecommunication Engineer (*Principal Chief Electrical Engineer also in case of locomotive or involvement of electrified section*) and submitted to CRS for his permission. CRS while permitting such movement may impose any special stipulations as deemed necessary for such movement.
- 4. Reducing the Speed of Existing Locomotive or Rolling Stock and Restoring the Same**
- 4.1. In the event of adverse report on riding characteristics of locomotive or rolling stock already certified or on its adverse effects on track or bridges, the Zonal Railway Administration shall immediately impose a speed restriction under advice to RDSO and Commissioner of Railway Safety. Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track), Executive Director (Bridges & Structures) and the concerned Executive Directors shall further reduce the speed, if considered necessary for safe operation, pending further investigations.
- 4.2. Removal of the speed restriction and determination of the final maximum permissible speed shall be done by Executive Director Standards (Motive Power) on the basis of investigations, which may include detailed Oscillation Trials on the locomotive or rolling stock, as existing and as modified to improve its riding and stability characteristics. Executive Director Standards (Motive Power) shall then certify the final maximum permissible speed in consultation with Executive Director Standards (Track), Executive Director (Bridges & Structures) and other concerned Directorates.
- 4.3. Whenever the Commissioner of Railway Safety considers that the maximum permissible speed of a stock already certified requires restriction on any section or sections of the Railway, he shall immediately instruct the Railway Administration/s to impose the speed restriction and report the matter in detail to the Chief Commissioner of Railway Safety. The Railway(s) shall promptly act on the Commissioner of Railway Safety's instructions, pending review. Railway, in turn, shall also report the same to ED/Motive Power/RDSO.
- 4.4. RDSO shall seek the fresh approval of Central Govt. (Railway Board) for restoring the prescribed maximum permissible speed after giving effect to such modifications, as may be stipulated, following the same procedure as being followed for introduction of a new locomotive or rolling

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stock as per The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time.

**5. Increasing the Speed of Existing Locomotive or Rolling Stock by Making Improvements**

- 5.1. Where trial fittings are introduced on existing locomotive or rolling stock or on stock obtained on a repeat order, with the prime objective of improving the riding characteristics, both at existing speeds and/or higher speeds and the locomotive or rolling stock is not covered in the definition of similar stock, the maximum permissible provisional/final speed of the locomotive or rolling stock concerned shall be decided following the same procedure as being followed for introduction of a new / **derived** locomotive or rolling stock as per The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time.

**6. Introduction of Passenger Trains on Specific Route**

**6.1. General Principles**

- 6.1.1. Train for introduction in a section shall consist of only coaches, locomotive/s and train sets including EMU/MEMU/DEMU etc., which have approvals of the Central Govt. (Railway Board)/ **DG (RDSO)** for running at proposed maximum speed of train or higher, as per 'The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time'.

- 6.1.2. Trains will be introduced in the sections at speeds as per provision of General Rules 1976 - Rule 4.08 1(a).

- 6.1.3. Irrespective of speed of train, introduction of a passenger train having 24 coaches or more plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), **or**, 22 coaches or more plus one inspection carriage (LHB or other types)/other non-passenger carrying coach (LHB or other types), in a section, shall require prior approval of General Manager. The General Manager shall ensure availability of full train length of Examination Pits at terminal stations of the train, full length of Platforms with adequate lighting arrangement at the stopping stations, and en-route coach watering facility for full length of train, before introduction of train.

Provided further, introduction of subsequent trains with same or less number of coaches, having same terminal stations and stopping stations, shall not require approval of General Manager.

- 6.1.4. Length of any passenger train shall not be increased beyond 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), **or** 24 coaches plus one inspection carriage (LHB type)/other non-passenger carrying coach (LHB or other types) in any case without prior approval of Central Govt. (Railway Board).

**6.2. For speed up to & including 110 km/hr on BG, upto & including 75 km/hr on MG**

- 6.2.1. Trains can be introduced by zonal railway following general principles given in para 6.1 above.

**6.3. Deleted**

**6.3.1. Deleted**

**6.4. For speed above 110 kmph and up to & including 120 kmph on BG**

- 6.4.1. For such trains, zonal railway shall carry out the "Route Proving Run" with representative coaches of all types and locomotive to be included in the train to be introduced, for recording vertical and transverse accelerations throughout the route. In such route proving run, total representative coaches should preferably be 26 coaches plus one inspection carriage (ICF make), **or** 24 coaches plus one inspection carriage (LHB & other types), but not less than 18 representative coaches in any case.

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- 6.4.1.1. For conducting route proving run, JSC shall be signed by Principal Chief Engineer, Principal Chief Mechanical Engineer, Principal Chief Operating Manager and Principal Chief Signal & Telecom Engineer and also by Principal Chief Electrical Engineer (in electrified territories and in respect of locomotive).
- 6.4.1.2. For conducting route proving run, personal approval of Principal Chief Engineer shall be taken, who shall grant the same after ensuring that the track is being maintained as per standards specified in Indian Railway P. Way Manual.
- 6.4.1.3. Deleted.
- 6.4.1.4. During route proving run, the train should run at maximum permissible speed for atleast 50% of the route (excluding all permanent speed restrictions and their acceleration/deceleration zones) to have meaningful evaluation of results. Results obtained during the route proving run should satisfy the stipulated criteria as given in Appedix-1. In case 50% route (excluding all permanent speed restrictions and their acceleration/deceleration zones) is not covered with maximum permissible speed, route proving run should invariably be repeated.
- 6.4.1.5. The Commissioner of Railway safety shall be kept advised of the programme for conducting route proving run along with all relevant details including copy of Principal Chief Engineer sanction, by Zonal Railway, to enable him to witness the tests, if he so desires.
- 6.4.2. Subject to compliance of para 6.1 and 6.4.1 & its sub paras above, Principal Chief Engineer shall permit operation of first train on that route with or without any stipulations. This power shall not be delegated by Principal Chief Engineer further. The proforma on which sanction shall be given shall be on same lines as placed at Annexure F.
- 6.4.3. Introduction of all subsequent trains or increase in speed of existing trains or increase in length of existing trains [up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), or 24 coaches plus one inspection carriage (LHB & other types)/other non-passenger carrying coach (LHB or other types)], having same type of coaches and locomotive for which route proving run has been successfully carried out (either in one route proving run or in different route proving runs), shall also require approval of Principal Chief Engineer (not to be delegated further), but, there is no need to repeat route proving run and signing of JSC again.
- 6.5. **For speed above 120 kmph and upto& including 130 kmph on BG**
- 6.5.1. For introduction of first train in a section, RDSO shall carry out Confirmatory Oscillograph Car Run (COCR) with instrumented locomotive and instrumented representative coaches of all types to be included in the train to be introduced, for recording vertical and transverse accelerations throughout the route. In such COCR, total representative coaches should preferably be 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types). In case COCR is carried out with less than above number of coaches, the train can be introduced / length of existing trains can be increased maximum up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make), or 24 coaches plus one inspection carriage (LHB & other types) / other non-passenger carrying coach (LHB or other types), in increment of not more than 2-3 coaches, at a time with the prior personal approval of GM.
- 6.5.1.1. For conducting COCR, JSC shall be signed by Principal Chief Engineer, Principal Chief Mechanical Engineer, Principal Chief Operating Manager and Principal Chief Signal & Telecom Engineer and also by Principal Chief Electrical Engineer (in electrified territories and in respect of locomotive). Principal Chief Engineer shall also ensure that the track is being maintained as per standards specified in Indian Railway P. Way Manual.

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- 6.5.1.2. For conducting COCR, personal approval of General Manager shall be taken.
- 6.5.1.3. Route Proving Run as per para 6.4.1.1 & 6.4.1.4, with the approval of Principal Chief Engineer, in place of COCR, can be resorted to for new/ *derived*/ existing locomotive or partial replacement of new/*derived*/existing coaches, for which COCR has not been carried out earlier in the section, where, however, the train/s is/are already running at a speed above 120 kmph. However, Route Proving Run shall not be required for *derived*/ existing rolling stock for which detailed Oscillation Trials had been dispensed with earlier in such cases.
- 6.5.1.4. During COCR, the train should run at maximum permissible speed for at least 50% of the route (excluding all permanent speed restrictions and their acceleration/deceleration zones) to have meaningful evaluation of results. Results obtained during the COCR shall be analysed by RDSO in terms of stipulated criteria given in para 3 of Appendix-1 and speed certificate issued with or without any stipulations. In case 50% route (excluding all permanent speed restrictions and their acceleration/deceleration zones) is not covered with maximum permissible speed, COCR should invariably be repeated.
- 6.5.1.5. The Commissioner of Railway safety shall be kept advised of the programme for conducting COCR/Route Proving Run along with all relevant details including copy of GM sanction, by Zonal Railway, to enable him to witness the tests, if he so desires.
- 6.5.1.6. RDSO shall issue speed certificate based on the results obtained in COCR.
- 6.5.2. Subject to compliance of para 6.1 and 6.5.1 & its sub paras above, General Manager shall permit operation of first train on that route with or without any stipulations. This power shall not be delegated by General Manager further. The Proforma on which sanction shall be given shall be on same lines as placed at Annexure F.
- 6.5.3. For trains having new/ *derived* type of Coaches/Locomotive, for which COCR has not been carried out earlier, RDSO will identify representative section of minimum 500km length on IR, where COCR shall be carried out by RDSO as per para 6.5.1 above at desired speed. Representative section for conducting COCR shall be advised by Executive Director Standards (Track Machines & Monitoring). Based on COCR, RDSO will issue a final speed certificate valid over IR, which will include special precautions, if any, to be taken by Zonal Railways. On the basis of this speed certificate, Zonal Railways will be able to introduce such trains having new/ *derived* type of Coaches/Locomotive on their Railway with the approval of Principal Chief Engineer in the sections where train/s is/are already running at a speed above 120kmph. There is no need to repeat COCR in each Railway.
- 6.5.4. Introduction of all subsequent trains or increase in speed of existing trains or increase in length of existing trains [*up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make) or 24 coaches plus one inspection carriage (LHB & other types)/other non-passenger carrying coach (LHB or other types)*], subject to *maximum length of train as per para 6.5.1 above*, having same type of coaches and locomotive for which COCR/Route Proving Run(RPR) as the case may be, has been successfully carried out (either in one COCR/RPR or in different COCRs/RPRs on respective section of Zonal Railway or representative track), shall require approval of Principal Chief Engineer (not to be delegated further), and there is no need to repeat COCR/RPR and signing of JSC again.
- 6.6. **For Speed above 130 kmph on B.G., above 75 kmph on M.G**
- 6.6.1. For such trains, RDSO shall carry out COCR with instrumented locomotive and instrumented representative coaches of all types to be included in the train to be introduced, for recording vertical and transverse accelerations throughout the route. In such COCR, total representative

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coaches should preferably be 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types). In case COCR is carried out with less than above number of coaches, the train can be introduced / length of existing trains can be increased, up to that number of coaches only.

6.6.1.1. For conducting COCR, Joint Safety Certificate (JSC) shall be signed by Principal Chief Engineer, Principal Chief Mechanical Engineer, Principal Chief Operating Manager and Principal Chief Signal & Telecom Engineer and also by Principal Chief Electrical Engineer (in electrified territories and in respect of locomotive). Principal Chief Engineer shall also certify that the track is being maintained as per standards specified in Indian Railway P. Way Manual.

6.6.1.2. For conducting COCR, prior permission from CRS shall be taken.

6.6.1.3. The COCR shall be required even for rolling stock for which detailed Oscillation Trials had been dispensed with earlier.

6.6.1.4. During COCR, the train should run at maximum permissible speed for atleast 50% of the route (excluding all permanent speed restrictions) to have meaningful evaluation of results. Results obtained during the COCR shall be analyzed by RDSO in terms of stipulated criteria given in para 3 of Appendix-1 and speed certificate issued with or without any stipulations. In case 50% route (excluding all permanent speed restrictions and their acceleration/deceleration zones) is not covered with maximum permissible speed, COCR should invariably be repeated.

6.6.1.5. The Commissioner of Railway safety shall be kept advised of the programme for conducting COCR along with all relevant details including copy of CRS sanction, by Zonal Railway, to enable him to witness the tests, if he so desires.

6.6.1.6. RDSO shall issue speed certificate based on the results obtained in COCR.

6.6.2. Subject to compliance of para 6.1 and 6.6.1 & its sub paras above, General Manager shall approach Central Govt. (Railway Board) through CRS and CCRS for permitting operation of first train on that route. The CRS recommendation shall be on proforma placed at Annexure E.

6.6.3. For, up to speed of first train as mentioned in para 6.6.2 above, introduction of all subsequent trains or increase in speed of existing trains or increase in length of existing trains [up to 26 coaches plus one inspection carriage (ICF make)/other non-passenger carrying coach (ICF make) or 24 coaches plus one inspection carriage, (LHB & other types)/other non-passenger carrying coach (LHB or other types), subject to maximum length of train as per para 6.6.1 above], even if having same type of coaches and locomotive with which COCR has been successfully carried out (either in one COCR or in different COCRs), railway shall approach Commissioner of Railway Safety for permission. However, there is no need to repeat COCR and signing of JSC again.

## **7. Special Trials and Conditions of Operation**

7.1. Sometimes trains have to be run under special conditions, which are not encountered in normal operation. Many a times, trials may be required to establish the feasibility of such operation. Such operation and trials shall be governed by the stipulations, as given in Appendix-2.

## **8. Maximum Speed for Trials**

8.1. The maximum speed for different type of trials shall be as under:

1. Detailed Oscillation Trials: 10% in excess of the proposed final maximum permissible speed, except on curves where it will be governed by the provisions of IR Permanent Way Manual.

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2. Route Proving Runs/ COCR: Same as the maximum permissible speed for the train.
3. Emergency Braking Distance, Rating and Performance, Coupler Force and Signal Interference trial: Same as the maximum permissible speed for the train.
4. The speeds mentioned above will have a tolerance of +5 kmph and -2 kmph except for RPR/COCR for which tolerance of  $\pm 5$  kmph will be permitted.

**9. New or Derived Rolling Stock**

- 9.1. A new or derived rolling stock in the context of this Circular would be as defined in The Railways (Opening for Public Carriage of Passengers), Rules, 2000 as amended from time to time. Decision in this regard shall be taken by the head of concerned Locomotive / Rolling Stock Directorate in consultation with Executive Director Standards (Motive Power), Executive Director Standards (Track) and Executive Director (Bridges & Structures). An illustrative list of cases in which a stock shall be considered as "New" or "Derived" shall be issued by Executive Director Standards (Motive Power) in consultation with Executive Director Standards (Track), Executive Director (Bridges & Structures) and other concerned dtes. This illustrative list shall be updated every two years. In case of any difference of opinion, the matter shall be referred to Central Govt. (Railway Board) through CCRS for final decision.
10. In case of any dispute between zonal railway and CRS on any matter, the dispute shall be resolved following Railway Board instructions issued vide letter No. 70/WDO/ORI/1/Vol. V, dated 31.05.2018, copy placed as Annexure G.

**Enclosure: Appendices - 1 to 2 and Annexures – 'A' to 'G'**

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## Guidelines for Route Proving Runs for Speed above 110 kmph and upto& including 120 kmph on BG by Zonal Railways

(Note: Criteria given in para 3 of this Appendix for Clearing the route shall also be applicable for COCR)

### 1. Introduction:

Zonal Railways shall conduct Route Proving Runs for speeds above 110 kmph and upto 120 kmph on BG, with the help of portable accelerometers (such as OMS-2000). Following guidelines are to be observed while conducting these runs:

### 2. Requirements

- 2.1 Track: The track on the route should be maintained to standards specified in Indian Railway P. Way Manual. Acceleration in two directions lateral & vertical shall be recorded by portable accelerometers and action taken to attend track accordingly as per provision of Indian Railway P. Way Manual in case of any deficiency.
- 2.2 Rolling Stock: The proposed Diesel/Electric Loco, Coach to be run should be cleared for operation at proposed or higher speed.
- 2.3 Portable accelerometer shall be placed as near as possible to the leading pivot in case of locomotive. In other representative rolling stock, the Portable Accelerometer would be placed as near as possible to the pivot of the trailing bogie.  
In case of diesel locomotive, the short-hood shall be kept in leading position.
- 2.4 The wheels of the loco and coaches to be used should have only normal wear.
- 2.5 Portable accelerometer shall have arrangements for recording the acceleration in two directions, i.e. vertical and lateral, in working order.
- 2.6 Instructions regarding Operation and calibration of the equipments are available in the report titled, "Specification and Manual for Calibration of OMS-2000" issued by RDSO under covering letter no. RT/UGTRC/OMS/General, dated 31.5.1994.

### 3. Criteria for Clearing the Route

- 3.1. Vertical and lateral accelerometer records, obtained by portable accelerometer, shall be closely analyzed. Acceleration peaks observed in the cab of loco at the proposed speed should be counted.
- 3.2. Following criteria shall be used for clearing the route for operation at the proposed speed.

**For Coaches:** The average number of peaks of vertical and lateral accelerations exceeding 0.20g should be limited to 0.25 peaks/km (total no. of vertical and lateral peaks/recorded km) for each representative coach. However, the number of peaks in any kilometer shall not exceed 1, and where this value is exceeded, the track shall need attention.

In case the limit of 0.25 peak/km exceeds, the route proving run of the representative coach(es) for which the limit has been exceeded, would be repeated.

At location, where the peaks of lateral and vertical accelerations exceed the Urgent Maintenance Limits stipulated in IRPWM, the track shall have to be attended urgently.

**For Locomotives:** The average number of peaks of vertical and lateral accelerations exceeding 0.30g should be limited to 0.25 peaks/km (total no. of vertical and lateral peaks/recorded km) for

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each loco. However, the number of peaks in any kilometre shall not exceed 1, and where this value is exceeded, the track shall need attention.

In case the limit of 0.25 peak/km exceeds, the route proving run of the loco(s) for which the limit has been exceeded, would be repeated.

At location, where the peaks of lateral and vertical accelerations exceed 0.35g, the track shall have to be attended to urgently.

- 3.3. Route Proving Run Report should also cover presence/absence of resonance tendency on bridges falling on the route.

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### Special Trials and Conditions of Operation

#### 1. Heavy Haul / Long Haul (A train composition of more than one standard train formation) and Running of Goods and Passenger Trains with Special Configuration on Specified Routes

For ascertaining suitability of such operation of goods and passenger trains, which is not very common, studies and trials may be necessary. On a reference from a Zonal Railway, RDSO shall examine and issue suitable guidelines for operation, based on the experience and results of trials undertaken elsewhere in the past. However, when adequate data is not available and trial is considered necessary, speed certificate shall be issued for carrying out trials. GM shall permit such trials, but, CRS's approval for such trials is not necessary. After trials, a copy of the report and necessary guidance for operation shall be sent by RDSO to the Railway.

#### 2. Emergency Braking Distance (EBD) Trials for New/Derived Type of Rolling Stock

Such trials may be necessary for heavy haul / Long Haul, goods and passenger trains with new/ derived type of locomotives and rolling stock. In every case of introduction of new / derived rolling stock, a field trial shall always be carried out to arrive at the Emergency Braking Distance. In case of existing stock, a computer simulation shall normally be adequate for arriving at emergency braking distances. However, when the train speeds involved are above 130kmph for passenger, and above 80 kmph for goods trains, the results of computer simulation shall invariably be validated by actual field trials.

In case, actual trials are necessary, Speed Certificate shall be issued by RDSO. GM shall permit such trials, but, CRS approval is not required. CRS shall however be kept informed in advance about the programme for carrying out such trials in passenger running lines. Such trials shall not be required for each composition of rolling stock in train. Once adequate trials data is available, the same can be made use of for future references.

To avoid repetitive EBD trials, such trials should be carried out with 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types).

#### 3. Coupler Force Trials

For heavy haul / Long haul and long passenger trains, such trials may be necessary when there is a change in the mode of operation from the established pattern. GM shall permit such trials, but CRS approval is not required. CRS shall however, be kept informed in advance about the programme for carrying out such trials in passenger running lines.

To avoid repetitive Coupler Force trials, such trials should be carried out with 26 coaches plus one inspection carriage (ICF make), or 24 coaches plus one inspection carriage (LHB & other types). Similarly for freight stocks, trial shall be carried out with maximum trailing load to avoid trials with lesser trailing load.

#### 4. Rating, Performance and Adhesion Trials

These trials are done for new / derived locomotives and other motive power to establish its characteristics. Speeds, at which these trials are required to be conducted, are separately established by detailed oscillation trials. GM shall permit such trials, but, CRS's approval is not required for such trials.

#### 5. Signal Interference Trials

These trials may be necessary while introducing new / derived Electric Rolling Stock, which are likely to affect the signalling. Before permitting such Electric Rolling Stock in operation, if

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necessary, on account of introduction of new propulsion technology or on account of substantial increase in power rating of the rolling stock, harmonic levels shall be thoroughly examined and established by conducting trials upto maximum permissible rating of Electric Rolling Stock. GM shall permit such trials, but, CRS approval is not required for such trials.

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## Annexure 'A'

### Track Certificate (To accompany application)

I do hereby certify that the track on section \_\_\_\_\_ (station \_\_\_\_\_ to station \_\_\_\_\_) from km \_\_\_\_\_ to km \_\_\_\_\_, the \* weakest portion of which consists of \_\_\_\_\_ kg rails, \_\_\_\_\_ metres long each with a maximum wear of \_\_\_\_\_ % on \_\_\_\_\_ sleepers of density \_\_\_\_\_ and minimum depth of \_\_\_\_\_ mm ballast cushion below sleepers out of which \_\_\_\_\_ mm minimum of clean ballast exists under sleepers on consolidated and stable formation is to the required strength which can safely take \_\_\_\_\_ rolling stock (brief description) \*\* upto \_\_\_\_\_ tonnes axle load at a maximum speed of \_\_\_\_\_ kmph, subject to the local speed restrictions noted below –

SL	From Km	To Km	Between Stations	Nature of Speed Restriction	Brief Reasons For Restrictions

**Dy. Chief Engineer (Track)**

*Countersigned by:*

**Chief Engineer / Chief Track Engineer**

#### Note

\* The weakest portion on which no speed restriction has been imposed only needs to be given.

\*\* The maximum number of locomotives proposed to be coupled together for multiple operations shall be specifically mentioned.

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## Annexure 'B'

### Bridge Certificate (To accompany application)

1. Certified that the bridges on Section (station) \_\_\_\_\_ to \_\_\_\_\_ (station) from km \_\_\_\_\_ to km \_\_\_\_\_, the minimum strength of superstructure being \_\_\_\_\_ % of RBG/MG, ML standard as per Bridge Rules 1941/1964 revised, corrected upto and inclusive of \_\_\_\_\_ Correction Slip No. \_\_\_\_\_, dated \_\_\_\_\_ are safe to carry \_\_\_\_\_ (Rolling stock) not exceeding \_\_\_\_\_ units (in the case of locomotive) coupled together, at a maximum speed of \_\_\_\_\_ kmph, subject to the following restriction:

SL	Bridge No.	Location Km	Spans & Description	Nature of Restriction	Brief Reasons

2. Sub-structures of all the bridges are in satisfactory condition and safe to carry the above rolling stock at the speed proposed, conforming to the provisions of the IRS Sub-structure Code \_\_\_\_\_, corrected upto Correction Slip No. \_\_\_\_\_, except those that are weak and distressed which will be kept under observation with adequate speed restrictions on the same as follows:

SL	Bridge No.	Location Km	Spans & Description	Nature of Restriction	Brief Reasons

**Dy. Chief Engineer (Bridge Design)**

*Countersigned by:*

**Chief Engineer / Chief Bridge Engineer**

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## OHE Certificate

Certified that the Overhead Equipment on the section (station) \_\_\_\_\_ to \_\_\_\_\_ (station) from \_\_\_\_\_ km to \_\_\_\_\_ km is provided with swiveling type of cantilever assembly, having the tension of \_\_\_\_\_ kgf / \_\_\_\_\_ kgf in contact wire / catenary wire regulated automatically/unregulated with a pre-sag of \_\_\_\_\_ mm for a span of 72m and proportionately less for smaller spans. Gap between registration tube and contact plane is \_\_\_\_\_ mm.

This OHE is safe to run \_\_\_\_\_ (rolling stock) with \_\_\_\_\_ maximum number of \_\_\_\_\_ current collecting pantographs on head of the train, at a maximum speed of \_\_\_\_\_ kmph, subject to following restrictions \* :

SL	Station		Kms		Nature of Restriction	Brief Reason
	From	To	From	To		

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## Note:

1. '\*\*' Restrictions of permanent nature only to be given.
2. Deleted.

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### Joint Safety Certificate

Certified that it is safe to run \_\_\_\_\_ (particulars of locomotive or rolling stock proposed to run) not exceeding \_\_\_\_\_ units (in the case of locomotive) coupled together on the section \_\_\_\_\_ (station) to \_\_\_\_\_ (station) from \_\_\_\_\_ (km) to \_\_\_\_\_ (km) of the \_\_\_\_\_ Railway at a maximum speed of \_\_\_\_\_ (km/h) against a maximum speed of \_\_\_\_\_ (km/h) certified by Research, Design and Standards Organisation, subject to the following speed restrictions and conditions:-

**(a) Speed restrictions:-**

Sl No.	From km to km	Nature of speed restriction	Brief Reason For Restriction

**(b) Special Conditions:-**

1.....
2.....
3.....
4.....

PCME

PCE

PCEE

PCSTE

PCOM

Note: PCEE should sign:

- Wherever electric traction and/or movements on electrified sections is/are involved
- Wherever Tower Wagons are involved.

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Annexure 'E'

From:

The Commissioner of Railway Safety,

\_\_\_\_\_

To:

The Secretary (Engineering)  
Railway Board,  
Rail Bhawan,  
New Delhi.

(Through The Chief Commissioner of Railway Safety)

**Sub:**

**Ref:**

Application No. \_\_\_\_\_, dated \_\_\_\_\_ from \_\_\_\_\_  
Railway with the \_\_\_\_\_ enclosures.

With reference to the application from \_\_\_\_\_ Railway cited above, I **recommend** that \_\_\_\_\_ (description of train) with maximum axle load of \_\_\_\_\_ tonnes and load density of \_\_\_\_\_ tonnes per metre run, not exceeding \_\_\_\_\_ (No. of coaches) on \_\_\_\_\_ sections of the said Railway may be sanctioned to run at a maximum speed of \_\_\_\_\_ kmph subject to the conditions laid down in the Joint Safety Certificate No. \_\_\_\_\_, dated \_\_\_\_\_ and local restrictions imposed from time to time and further subject to the following stipulations:

**Stipulations**

SL	Stipulation	Reasons

Commissioner of Railway Safety

\_\_\_\_\_

\_\_\_\_\_

31/5/23  
1-5-23

No.....

## SANCTION LETTER FOR RUNNING OF LOCOMOTIVE OR ROLLING STOCK

**Sub:** \_\_\_\_\_**Ref:** Application No. \_\_\_\_\_, dated \_\_\_\_\_ from \_\_\_\_\_  
Railway with the \_\_\_\_\_ enclosures.

**Sanction** is hereby accorded to the running of \_\_\_\_\_ (description of locomotive or rolling stock) to Sketch No. \_\_\_\_\_ with a maximum axle load of \_\_\_\_\_ tonnes and load density of \_\_\_\_\_ tonnes per metre run, not exceeding \_\_\_\_\_ units (in the case of locomotives) coupled together on \_\_\_\_\_ section of \_\_\_\_\_ Railway at a maximum speed of \_\_\_\_\_ kmph, subject to the conditions laid down in the Joint Safety Certificate No. \_\_\_\_\_, dated \_\_\_\_\_ and local restrictions imposed from time to time and further subject to the following stipulations:

**Stipulations**

SL	Stipulation	Reasons

**General Manager**\_\_\_\_\_  
\_\_\_\_\_

Copy for kind information &amp; n. a. to:

1. CCRS
2. CRS(.....circle)
3. DG/RDSO
4. EDCE/G/Rly Board
5. All PHODs of concerned Railway
6. CSO of concerned Railway
7. CBE of concerned Railway

31/12 2023  
1.5.23



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

Annexure

No. 70/WDO/ORI/1/Vol. V

Date: 31.05.2018

General Manager,  
All Indian Railways

The Chief Commissioner of Railway Safety,  
Office Compound of DRM/NER,  
Ashok Marg, Lucknow.

Sub: - Commission for Railway Safety

-Procedure to Deal with Difference of Opinion between Railway Administration and CRS for Opening of New Railway or Work or Condonation of Infringements to IRSOD for structures

1. Commissioner of Railway safety (CRS) is empowered for 'opening of a new railway or work' on the request of Zonal Railway. However, many a times, it has been noticed that in a case where there is difference of opinion between Zonal Railway and CRS, prolonged correspondence takes place between them extending even for years together in resolving the issue.

2. The prolonged correspondence in decision making results in avoidable delay in opening of new lines or works on Indian Railways. To expedite the process of decision making in such cases, following procedure proposed by Ministry of Railways has been agreed by Ministry of Civil Aviation:

"All cases of opening of a railway or a work or condonation of infringements to IRSOD for structures, where there is difference of opinion between zonal railway and CRS and issue is not getting resolved in a reasonable time, CRS at his own or on the request of Railway Administration (as defined in "The Railways Act, 1989") refer the case to Chief Commissioner of Railway Safety (CCRS) within 15 days of receipt of such request from Railway Administration, for resolving the issue. In case such reference on the request of Railway Administration is not made by CRS to CCRS, the Railway Administration can make suitable reference to CCRS directly with a copy of such reference to concerned CRS and Central Govt. (Railway Board).

CCRS shall communicate his opinion to CRS and Railway Administration concerned, which shall be taken as the opinion of the Commission for Railway Safety. The cases where CCRS does not agree with Railway Administration, the CCRS shall submit the report with his opinion to Central Govt., for decision of the Central Govt. as per Section 22(2) and 22(3) of "The Railways Act, 1989."

3. Further, as suggested by Ministry of Civil Aviation, in order to resolve various interface issues between Zonal Railway and CRS, General Manager shall hold a meeting with CRS bi-monthly.

4. This is issued with the approval of CRB.

*Prem Sagar*  
31.05.18  
(प्रेम सागर गुप्ता)

कार्यकारी निदेशक/सिविल इंजी/रेलवे बोर्ड  
[Rly No. 44803. MTNL 011-23383379]

Copy forwarded for kind information to:

- Jt. Secy. (RA), Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi 110003, in reference to Secretary, MoCA DO No. A.60015/101/2018-CRS, dated 24.05.2018.
- Director General/ RDSO, Munak Nagar, Lucknow
- Commissioner of Railway Safety, All Circles

*Prem Sagar*  
31.05.18  
कार्यकारी निदेशक/सिविल इंजी/रेलवे बोर्ड

अति कृता मा  
1.5.23

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 jacks 10 t.
  - (g) Four wooden blocks.
  - (h) Four crow bars.
  - (i) One hydraulic hand pump.
  - (j) Emergency pneumatic/hydraulic hose of 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