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सत्यमेव जयते

भारत सरकार –रेल मंत्रालय  
अनुसंधान अभिकल्प और मानक संगठन  
लखनऊ – 226011  
Government of India - Ministry of Railways  
Research Designs & Standards Organisation  
Lucknow – 226011

No. MW/SPD/BG/BOSTM 1/22.32t/PROV.

Dated :27.10.2006.

The General Manager (Engg.)

1. Northern Railway, Baroda House, New Delhi – 110 001.
2. Central Railway, Chhatrapati Shivaji Terminus, Mumbai – 400 001.
3. Eastern Railway, Fairlie place, Kolkata – 700 001.
4. Western Railway, Churchgate, Mumbai – 400 020.
5. Southern Railway, Park Town, Chennai – 600 003.
6. South Central Railway, Rail Nilayam, Secunderabad – 500 071.
7. South Eastern Railway, Garden Reach, Kolkata – 700 043.
8. North Eastern Railway, Gorakhpur – 273 001.
9. North East Frontier Railway, Maligaon, Guwahati – 781 011.
10. East Central Railway, Hajipur – 844 101.
11. North Central Railway, Allahabad – 211 001
12. North Western Railway, Jaipur – 302 006.
13. South Western Railway, Hubli – 580 023.
14. East Coast Railway, Railway Complex, Bhubaneswar – 751 023.
15. West Central Railway, Jabalpur – 482 001.
16. South East Central Railway, Bilaspur – 495 004.

**Sub: Corrigendum No.1 to Provisional Speed Certificate dated 05.05.06  
for 22.32t. (CC+6t+2t) axle load broad gauge bogie open Wagon  
type BOSTM 1.**

**Ref:** Railway Board's letter no. 2006/TT-I/27/12/Pt. dated 29-09-2006.

In the above speed certificate Para 1.2 and Para 2.0 are being replaced and should be read as under:

- 1.2 Based on the above, it is certified that BOSTM 1 wagon to RDSO drg.No.WD-06032-S-01 Alt.-Nil may provisionally be permitted to run. Before actual implementation of train operation as per this speed certificate on a particular section, specific approval of Railway Board shall be obtained as stipulated in board's letter no. 2005/CE-II/TS/7 dated 01.05.06.

## **2.0 Track**

### **2.1 For loaded condition**

#### **(a) Maximum Speed upto 60Kmph:**

The track shall be to a minimum standard of 52Kg rail (72UTS) on sleeper with M+7 density and minimum depth of ballast cushion below sleeper of 250mm, which may consist of at least 100mm clean and the rest in caked up condition on compact and stable formation.

#### **(b) Maximum Speed upto 30Kmph:**

The track shall be to a minimum standard of 90R rail on sleeper with M+4 density and minimum depth of ballast cushion below sleeper of 200mm, which may consist of at least 75mm clean and the rest in caked up condition on compact and stable formation.

2.1.1 Wherever condition warrant on account of corrosion on rail/weld collar, wear of rail, cupping in the welds necessary precautions should be taken for fish plating/ joggle fish plating of the rail/weld.

2.1.2 Zonal Railways may impose such further restrictions of speed as deemed fit, based on the age and condition of track and the extent of rail fractures/weld failures/defect generation rate occurring in the sections.

### **2.2 For empty condition:**

#### **Maximum Speed upto 65 Kmph:**

The track shall be to a minimum standard of 90R rail on sleeper with M+4 density and minimum depth of ballast cushion below sleeper of 200mm, which may consists of at least 75mm clean and the rest in caked up condition on compact and stable formation.

2.3 The maximum permissible speed on curves to be decided on the basis of the existing provision of Indian Railway permanent Way Manual Reprint-2004.

2.4 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, Railway Board's 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.

- 2.5 Besides USFD testing of rail as per USFD manual, testing of rail head for detection of gauge face corner defects shall be undertaken at the frequency specified for need based concept in USFD manual.

( S. K. Sinha )  
Sr. Exe. Director Standards (Motive Power)

**Copy for information to :**

1. The Secretary ( Mech./Engg.), Railway Board, Rail Bhavan,  
New Delhi – 110 001.
2. The General Manager ( Mech./Optg.)
  - (i) Northern Railway, Baroda House, New Delhi – 110 001.
  - (ii) Central Railway, Chhatrapati Shivaji Terminus, Mumbai – 400 001.
  - (iii) Eastern Railway, Fairlie place, Kolkata – 700 001.
  - (iv) Western Railway, Churchgate, Mumbai – 400 020.
  - (v) Southern Railway, Park Town, Chennai – 600 003.
  - (vi) South Central Railway, Rail Nilayam, Secunderabad – 500 071.
  - (vii) South Eastern Railway, Garden Reach, Kolkata – 700 043.
  - (viii) North Eastern Railway, Gorakhpur – 273 001.
  - (ix) North East Frontier Railway, Maligaon, Guwahati – 781 011.
  - (x) East Central Railway, Hajipur – 844 101.
  - (xi) North Central Railway, Allahabad – 211 001
  - (xii) North Western Railway, Jaipur – 302 006.
  - (xiii) South Western Railway, Hubli – 580 023.
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  - (xv) West Central Railway, Jabalpur – 482 001.
  - (xvi) South East Central Railway, Bilaspur – 495 004.

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