

stipulated in Board's letter No. 2005/CE-II/TS/7 dated 01.05.06. While running BOBRN wagon with an axle load of 22.32t (CC+6t+2t), following additional conditions, in addition to those specified in speed certificate in para 1.2 above shall also apply.

1.3.1 Track

1.3.1.1 (a) Maximum permissible speed up to 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 permissible speed up to 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.

1.3.1.1.1 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.

1.3.1.1.2 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.

1.3.1.2 **In empty condition-** 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 - **Maximum permissible speed up to 65Kmph**

1.3.1.3 The maximum permissible speed on curves to be decided on the basis of the existing provision of Indian Railway Permanent Way Manual reprint – 2004.

1.3.1.4 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. This shall be applicable to loaded as well as empty wagons.