

ग्राम - 'कामरेल्स' लखनऊ
स नं० 0522-2234538

egram : 'COMRAILS' Lucknow
x No. : 0522-2234538



सत्यमेव जयते

भारत सरकार
नागर विमानन मंत्रालय
रेल संरक्षा आयोग, पूर्वोत्तर परिमण्डल

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

दूरभाष : 2234515 (P.&T.)
Telephone : 23-291 (N.Rly.)
: 31-141 (N.E. Rly.)



सं०.3499/BCNM1/(CC+8T+2T)/NCR /SANC-25

मुख्य पुल अभियन्ता,
उत्तर मध्य रेलवे,
इलाहाबाद ।

हजरतगंज, लखनऊ-226 001
Hazaratganj, Lucknow-226 001
30/06/12

विषय : Sanction for regular operation of "Broad Gauge Bogie Covered Wagon Type BCNM1" (CC+8T+2T) having maximum axle load of 22.82 t over approved routes of North Central Railway at a maximum speed of 60 kmph in loaded condition and 80 kmph in empty condition.

संदर्भ : महा प्रबन्धक, उत्तर मध्य रेलवे, इलाहाबाद के आवेदन पत्र सं० 355-W/CRS/BCNM1/(CC+8T+2T)/NCR/ Bridge दिनांक 11.07.2012.

The sanction is hereby accorded for regular operation of "Broad Gauge Bogie Covered Wagon Type BCNAM1" (CC+8T+2T) having maximum axle load of 22.82 t as per RDSO drawing No.WD-05084/S-05 Alt-4 on approved routes of North Central Railway as detailed in North Central Railway's Joint Safety Certificate No.39/BCNM1(CC+8+2T)/NCR/2012 at a maximum speed of 60 kmph in loaded condition and 80 kmph in empty condition or the maximum permissible speed of the section which ever is less subject to :-

- (i) Observance of all permanent and temporary speed restriction in force and/or those that may be imposed from time to time on various accords,
- (ii) Observance of all conditions as laid in RDSO's final maximum permissible speed certificate No. MW/SPD/BG/BCNM1/22.82 t dated 05.05.2011 and North Central Railway's Joint Safety Certificate No. 39/BCNM1(CC+8+2T)/NCR/2012 and concomitant track and bridge certificates.

भवदीय,
(प्रभात कुमार बाजपेई)
रेल संरक्षा आयुक्त,
पूर्वोत्तर परिमण्डल, लखनऊ ।

सं०. सं०.3499/BCNAM1/(CC+8T+2T)/NCR

दिनांक : 30. 07.2012.

All CRS's

**NORTH CENTRAL RAILWAY
BRIDGE ENGINEER'S CERTIFICATE**


Based on RDSO's speed certificate No. MW/SPD/BG/BCNM1/22.82t, dated 05.05.2011, certified that bridges on the sections given below are having minimum strength of super structure as indicated against the section as per revised Bridge Rules -1964 and are safe for operation of Broad Gauge Bogie Covered Wagon type BCNM1 having maximum axle load of 22.82t (CC+8+2T), up to the maximum speed indicated against the section below or maximum sectional speed whichever is less, subject to all the temporary & permanent speed restrictions already in force and those that may be imposed from time to time.

Sl. No.	Section		Line	KM		% Strength	Max. speed (loaded/empty)
	From	To		From	To		
1.	Mughalsarai	Ghaziabad	UP/DN	677.28	1428.50	100% RBG	60/80 Kmph
2.	Palwal	BINA	UP/DN	1479.40	977.00	100% BGML	60/80 Kmph
3.	Aligarh Jn.	Hardua Ganj	SL	167.74	153.00	100% RBG	60/80 Kmph
4.	Chunar Jn.	Chopan	SL	244.20	143.07	100% BGML	60/60 Kmph
5.	Kanpur	Lucknow	UP/DN	71.00	69.86	100% RBG	60/80 Kmph
6.	Link Jn.	Chheoki	SL	1347.85	1348.65	100% RBG	15/15 Kmph
7.	Tundala Jn.	Yamuna Bridge	SL	1248.51	1269.02	100% RBG	60/80 Kmph
8.	Yamuna Bridge	Bayana	SL	86.82	1.00	100% BGML	60/80 Kmph
9.	Idgah	Agra Cantt.	SL	1344.72	1343.27	100% BGML	15/15 Kmph
10.	Agra Fort	Bandikui	SL	0.00	150.51	100% MBG	60/80 Kmph
11.	Mathura Jn.	Alwar Jn.	SL	1397.06	1517.06	100% MBG	60/75 Kmph
12.	Mathura Jn.	Kota	UP/DN	1244.20	1243.00	100% BGML	60/80 Kmph
13.	Kanpur	Jhansi Jn.	SL	1344.95	1127.72	100% BGML	60/80 Kmph
14.	Bhimsen Jn.	Khairar Jn.	SL	1427.12	1308.47	100% BGML	60/80 Kmph
15.	Jhansi Jn.	Khairar Jn.	SL	1127.72	1308.47	100% BGML	60/80 Kmph
16.	Khairar Jn.	Manikpur	SL	1308.47	1419.22	100% BGML	60/80 Kmph
17.	Manikpur	Naini Jn	UP	1256.72	1349.46	100% BGML	60/80 Kmph
18.	Manikpur	Naini Jn	DN	1256.72	1349.46	100% MBG	60/80 Kmph
19.	Manikpur Jn.	Bansa Pahar	UP/DN	1256.72	1254.70	100% BGML	60/80 Kmph

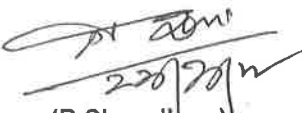
Sub structure of all the bridges on the sections given above are in satisfactory condition and are safe for operation of Broad Gauge Bogie Covered Wagon type BCNM1 having maximum axle load of 22.82t (CC+8+2T), up to the maximum speed indicated against the sections, up to the proposed speeds conforming to the provisions of revised IRS Bridge Sub structure and Foundation code -1985.

This clearance is subject to the following -

1. Max. Axle load (loaded) = 22.82 t.
2. Max. Axle load (empty) = 6.8 t.
3. Max. CG height above rail level (empty) = 1191 mm
4. Max. CG height above rail level (loaded) = 1809 mm
5. Max. Braking force at rail level per axle = 10% of axle load.
6. For Double headed operation in loaded condition on bridge No. 30 (UP & DN) on Naini - Allahabad section, tractive effort shall be limited to 30t per locomotive.
7. List of SR as per enclosed annexure "B".
8. All the conditions of speed certificate regarding "Bridges" shall be followed.
9. Other specific restrictions are applicable which are indicated in relevant Bridge Certificates / RDSO's speed certificates for hauling single / multiple locomotives.


 (Sachin Verma)
 Dy.CE/Bridge/HQ
 20/03/12


Countersigned



 (B. Chowdhary)
 Chief Bridge Engineer

LIST OF SPEED RESTRICTION FOR RUNNING OF CC+8+2 T LOADED BCNM1 WAGONS

This is in addition to all the temporary & permanent speed restrictions already in force and those that may be imposed from time to time.

S. No.	Div.	Section	Line	Br. No.	LOC	NS1	SP1	NS2	SP2	NS3	SP3	SR (KMPH)
1	ALD	MGS - GZB	UP	30	820/33-822/1	14	61.00	2	8.84	1	9.14	60 kmph
2	ALD	MGS - GZB	DN	30	822/2-820/34	14	61.00	2	8.84	1	9.14	60 kmph
3	ALD	CAR-CPU	SL	399	143/2-24	14	76.20	2	30.50	14	76.20	60 kmph
4	JHS	PWL - BIN	UP	1258/1	1258/9-15	2	76.20	0	0.00	0	0.00	60 kmph
5	JHS	PWL - BIN	DN	1282/1	1282/26-1283/42	12	60.96	2	45.72	0	0.00	60 kmph
6	JHS	PWL - BIN	UP	1282/1	1282/26-1283/42	14	60.96	0	0.00	0	0.00	60 kmph
7	JHS	JHS-CNB	SL	1275/2	1275/11-1276/6	10	76.20	0	0.00	0	0.00	60 kmph
8	JHS	KID-BZM	SL	1367/2	1367/9-1368/8	12	76.20	0	0.00	0	0.00	60 kmph
9	JHS	JHS-MKP	SL	1316/2	1316/11-1317/2	1	76.20	12	30.48	0	0.00	60 kmph





 Dy. CE/Bridge/HQ

 23/03/12

NORTH CENTRAL RAILWAY
TRACK CERTIFICATE

Certified that track on the following sections of North Central Railway, the weakest portion of which as per details given under is to the required strength, which can safely permit for operation of "22.82t (CC+8t+2t) axle load Broad Gauge Bogie Covered Wagon type BCNM1" as per RDSO's drawing no.WD-05084-S-05Alt. 4 up to a maximum speed as indicated against each section as under, subject to observance of all temporary and permanent speed restrictions in force and/ or imposed from time to time on various accounts. All conditions stipulated in RDSO's speed certificate no.MW/SPD/BG/BCNM1/22.82t dated 05.05.2011 for tracks is fulfilled.

Line	Section		Kms		Rails		Sleepers			Ballast cushion (in mm) Total/Clean	Max. speed proposed (km/h)		Max. sectional speed existing in the section (kmph)
	From	To	From	To	Type	% of wear or year of laying	Type	Year of laying	Density		Loaded	Empty	
DN	GZB	MGS	1428.50	677.28	52 Kg.90 UTS	1987	PSC-5	1982	M+7	300/100	60	80	130
UP	MGS	GZB	677.28	1428.50	52 Kg.90 UTS	1989	PSC-5	1987	M+7	300/100	60	80	130
DN	BINA	LAR	977.00	1037.81	52 Kg.72 UTS	1987	PSC-6	88-89	M+8	300/150	60	80	120
UP	LAR	BINA	1037.81	977.00	52 Kg.72 UTS	1986	PSC-6	89-90	M+8	250/150	60	80	120
DN	LAR	AGC	1037.81	1343.27	52 Kg.72 UTS	1985	PSC-5	1991	M+8	250/100	60	80	130
UP	AGC	LAR	1343.27	1037.81	52 Kg.72 UTS	1998	PSC-5	85-86	M+8	300/100	60	80	130
DN	AGC	PWL	1343.27	1479.40	52Kg.90UTS	1998	PSC-5	1997	M+7	250/100	60	80	150
UP	PWL	AGC	1479.40	1343.27	52Kg.90UTS	1995	PSC-5	84-85	M+7	250/100	60	80	150
DN	BANSA	MKP	1254.70	1256.72	52kg.90UTS	1990-91	PSC-5	1990-91	M+7	300/100	60	80	110
UP	MKP	BANSA	1256.72	1254.70	52kg.90UTS	2006-07	PSC-6	2004-05	M+8	250/250	60	80	110
SL	JHS	KID	1127.60	1308.47	52kg.72UTS	87-88	PSC-5	1992-93	M+7	250/100	60	80	100
SL	KID	MKP	1308.47	1419.22	52kg.72UTS	1988	PSC-5	1992-93	M+7	250/100	60	80	110
DN	MKP	NYN	1256.72	1349.46	52kg.72UTS	84-85	PSC-5	90-91	M+7	250/100	60	80	100
UP	NYN	MKP	1349.46	1256.72	52kg.90UTS	2000	PSC-5	1993	M+7	250/100	60	80	110
SL	LINK	COI	1347.84	1348.65	52kg.72UTS	1988	PSC-5	2003	M+7	200/100	15	15	15
SL	KID	BZM	1308.47	1427.12	52kg.90UTS	1999	PSC-6	1999	M+7	250/250	60	80	100
DN	GOY	BZM	1344.95	1333.58	52kg.90UTS	1996	PSC-5	1995	M+7	300/100	60	80	110
UP	BZM	GOY	1333.58	1344.95	52kg.90UTS	1998	PSC-6	1998	M+7	200/150	60	75	75
SL	JHS	BZM	1127.72	1333.58	52kg.72UTS	1990-91	PSC-5	1991-92	M+7	250/100	60	80	110
UP	CNB	GMC	1019.00	1021.66	52kg.90UTS	2007	PSC-5	1987	M+7	300/100	60	80	130
DN	GMC	CNB	1021.66	1019.00	52kg.90UTS	2006	PSC-5	1994	M+7	250/100	60	80	130
S/L	LKO	CNB	69.86	71.00	52kg.90UTS	1989	PRC	1988	M+7	250/150	60	80	100
N/L	CNB	LKO	69.86	71.00	52kg.72UTS	1988	PRC	1988	M+7	250/150	60	80	100
SL	CAR	CPU	143.07	243.0	52kg.72UTS	2004	PSC-5	1995	M+7	250/100	60	60	60
SL	ETUJ	MTI	1251.94	1254.94	52kg.90UTS	2008	PSC-5	2008	M+8	250/100	60	60	60
SL	ALJN	HGJ	167.74	153/0	52 kg.90 UTS	2005	PSC-5	2005	M+7	250/200	60	80	100
DN	MTJ	KTT	1243.00	1244.2	60Kg.90UTS	2009	PSC-6	2009	M+8	300/300	60	80	130
UP	KTT	MTJ	1244.2	1243.00	60Kg.90UTS	2009	PSC-6	2009	M+8	300/300	60	80	130
SL	TDL	JAB	1248.51	1269.02	52kg.90UTS	2005	PSC-5	2000	M+7	250/200	60	80	100
SL	MTJ	AWR	1397.06	1515.90	60Kg.72UTS	1992	PSC-6	2004	M+7	250/100	60	75	75
SL	IDH	AGC	1344.72	1343.27	52 kg. 72UTS	1974	PSC-5	1997	M+4	100/0	30	30	30
SL	AF	BKI	0.00	148.40	52kg.90UTS	2004	PSC-6	2004	M+7	250/100	60	80	110
SL	BXN	JAB	1.00	86.82	52kg. 72UTS	1984	PSC-5	1996-97	M+7	250/100	60	80	110

Countersigned

(S.N. Agrawal)
CTE

(S.K. Srivastava)
Dy.CE/TP

फैक्स/Fax : 91-0522-2452494

तार 'रेलमानक' लखनऊ

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2465773 (DID)

सत्यमेव जयते

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

Dated : 05.05.2011

No. MW/SPD/BG/BCNM1/22.82t

महा प्रयत्नक (इंजी),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई- 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली - 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई - 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद - 500 071.
6. दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता - 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर - 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगाँव, गुवाहाटी - 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई - 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर - 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुर, भुवनेश्वर - 751 016.
12. उत्तर मध्य रेलवे, हारस्टिंग रोड, इलाहाबाद - 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर - 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली - 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर - 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर - 495 004.
17. कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं० 9, बेलापुर भवन, सेक्टर -11, सीबीडी बेलापुर, नदी मुम्बई - 400614

Sub: Final Speed certificate for maximum permissible speed of 22.82t
(CC+8+2t) axle load Broad Gauge Bogie Covered wagon type BCNM1.

- 1.0 BCNM1 wagons are useful for bulk transportation of Cement, Fertilizer, Food grain etc. over the entire BG system of the Indian Railways. Broad Gauge Bogie covered wagon type BCNM1 with maximum axle load of 22.82t (CC+8t+2t loading) is similar to that of the existing 22.32t axle load BCNM1 wagon. Design parameters i.e. all dimensions, bogie particulars, purpose etc. of both wagons are the same. The leading particulars of the wagon have been shown in RDSO Drg. No. WD-05084- S-05 Alt.4.
- 1.1 On the basis of satisfactory test results as contained in RDSO's report No. MT-753/F Rev.-0 of march 2007, BCNM1 wagons with maximum axle load of 22.32t have been permitted to run upto maximum speed of 80kmph in empty condition and upto 75 kmph in loaded condition vide this office letter No. MW/SPD/BG/BCNM1/22.32t (IR) (Revised) dated 10.06.2008 followed by amendment no.1 dated 18-08-2009.

- 1.2 Detailed oscillation trials of BCNM1 wagon with axle load of 22.82t have been conducted in loaded condition on Moradabad-Bareilly down line section of Moradabad Division of Northern Railway. Test results as contained in RDSO's report No. MT-987/F Rev.-0 of September 2009 indicate satisfactory riding and stability characteristics up to maximum test speed of 70 kmph.
- 1.3 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 On the basis of satisfactory test results of BCNM1 wagon in loaded condition with maximum axle load of 22.82t, it is certified that this wagon may be permitted to run up to maximum speed of 60 kmph in loaded condition and up to maximum speed of 80 kmph in empty condition on the basis of satisfactory test results as contained in report No. MT-753/F, subject to the following conditions.
 - 2.1 Track
 - 2.1.1 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.
 - 2.1.2 Wherever conditions warrant on account of corrosion on rail/weld collar, wear of rail, cupping in the welds necessary precautions shall be taken for fish plating/ joggle fish plating of the rail/weld.
 - 2.1.3 Zonal Railways shall 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.
 - 2.1.4 The maximum permissible speed on curves shall be decided on the basis of the existing provisions of Indian Railway Permanent Way Manual Reprint-2004.
 - 2.1.5 For track maintained to a 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.

2.2 Bridges

2.2.1 The clearance refers to bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 standard loadings. However the bearings of span 78.8 m (effective) designed for BGML standard loading as per RDSO's drawing No. BA-11154 considering dispersion of the longitudinal force, shall be strengthened by providing two additional anchor bolts, so as to make the span fit for 60 kmph.

2.2.2 Superstructures & bearings of non-standard spans including Arches and sub-structures of all bridges shall be examined under the direction of the Chief Bridge Engineer concern and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Sub-Structures and Foundation Code etc. read with up-to-date correction slips.

2.2.3 In loaded condition, the following restrictions shall be applicable :

(i) RBG/MBG/BGML span of 63.0m & 78.8m shall be restricted to 60 kmph.

(ii) For double headed operation, track on bridges and approaches of BGML spans 63.0m and 78.8m (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.

2.2.4 Other specific restrictions which are indicated in the relevant Speed Certificates regarding hauling single/multiple locomotives issued by RDSO shall be applicable.

2.2.5 The clearance is subject to the following parameters of wagon.


- (i) Maximum axle load (loaded) : 22.82t.
- (ii) Maximum axle load (Empty) : 6.8t
- (iii) Maximum C.G height from Rail level (Empty) : 1191 mm
- (iv) Maximum C.G height from Rail level (loaded) : 1809 mm
- (v) Maximum braking force at Rail level per axle : 10 % of axle load

2.2.6 The directives of RDSO for operation of CC+8t+2t, axle load 22.82t communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 21/27-07-2009 shall also be followed.

2.2.7 Zonal Railways shall certify the adequacy of existing bridges for permitting rolling stock based on physical condition of bridges by keeping them under observations, considered necessary by the Chief Bridge Engineer of Railways.

- 2.2.8 Location of Bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.
- 2.3 Signaling
- 2.3.1 Provision of GR, SR, SEM and all extant instructions issued from time to time shall be complied with.
- 2.3.2 On the sections where EBD of more than 1Km. is to be catered for, second distant signal or automatic signaling shall be made available failing which suitable speed restriction shall be imposed.
- 2.4 Rolling Stock
- 2.4.1 Before initiating the operation, CME of the Railway shall certify the track worthiness and safety of the rolling stock. He shall also ensure the proper maintenance of the stock.
- 2.4.2 For movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer of Railway shall be referred to.
- 2.5 General
- 2.5.1 All the permanent and temporary speed restrictions and those that may be imposed from time to time due to track, bridges, curves, signaling and interlocking etc shall be observed.
- 2.5.2 The design of BCNM1 wagon does not infringe chapter IV(A) of Indian Railway Schedule of Dimensions B.G. revised 2004.
- 2.5.3 The validity of this speed certificate for operation of BCNM1 wagon axle load 22.82 t (CC+8t+2t), shall be up to the currency of the pilot project or regularization of project as stipulated by Railway Board.

संलग्नक: Drg. No. WD- 05084-S-05 Alt 4


(राजीव विश्नोई)


वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

- (1) सचिव (यांत्रिक/इंजी), रेलवे बोर्ड, रेल भवन, नई दिल्ली - 110001
- (2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ-226001

- (3) महा प्रबंधक (यांत्रिक/यातायात/सिगनल एवं टेलीकॉम),
- (i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई- 400 001
 - (ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.
 - (iii) उत्तर रेलवे, बडौदा हाउस, नई दिल्ली - 110 001.
 - (iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई - 600 003.
 - (v) दक्षिण मध्य रेलवे, रेल निलायन, सिकन्दराबाद - 500 071.
 - (vi) दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता - 700 043.
 - (vii) पूर्वोत्तर रेलवे, गोरखपुर - 273 012.
 - (viii) पूर्वोत्तर सीमान्त रेलवे, मालीगोव, गुवाहाटी - 781 011.
 - (ix) पश्चिम रेलवे, चर्चगेट, मुम्बई - 400 020.
 - (x) पूर्व मध्य रेलवे, हाजीपुर - 844 101.
 - (xi) पूर्व तटीय रेलवे, वीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर, -751 016.
 - (xii) उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद - 211 001.
 - (xiii) उत्तर पश्चिम रेलवे, जयपुर - 302 006.
 - (xiv) दक्षिण पश्चिम रेलवे, हुबली - 580 023.
 - (xv) पश्चिम मध्य रेलवे, जयलपुर - 482 001. -
 - (xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर - 495 004.
 - (xvii) कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर-11, सीबीडी बेलापुर, नवी मुम्बई - 400614

संलग्नक: Drg. No. WD- 05084-S-05 Alt 4


(राजीव विश्नोई)

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