

NORTH CENTRAL RAILWAY

Headquarters' office
Engineering Department
Allahabad.

No.355-W/CRS/BRSTN/All BG sections/ NCR/Bridge.

Dated: 04.02.2011.

CME, COM, CEE, CSTE,

DRM/ ALD, JHS & AGC.

CORRIGENDUM

Sub: Sanction for regular operation of "Broad Gauge Bogie Rail Wagon Type BRSTN" for Ministry of Defence having maximum axle load of 20.32t over all B. G sections of North Central Railway at a maximum speed of 70 kmph in empty condition and 80 kmph in loaded conditions.

Ref:- This office letter of even no. dated 02.02.2011.

This office vide letter under reference above has circulated CRS sanction of BRSTN wagon over all BG sections of North Central Railway, which now corrected and read as under:

"Based on RDSO's Speed Certificate No. MW/CS/BOM dated 16.10.2009 and Railway Joint Safety Certificate No.41/BRSTN/All BG Section/ NCR / 2010, CRS / NE Circle vide letter under reference has accorded sanction for regular operation of "**Broad gauge bogie Rail Wagon Type BRSTN**" for Ministry of Defence having maximum axle load of 20.32t over all B.G section of North Central Railway at a maximum permissible speed of both 70 kmph in empty/loaded conditions".

This is for your information and further action please.



(Sachin Verma)
Dy CE/Bridge/HQ



NORTH CENTRAL RAILWAY

Headquarters' office
Engineering Department
Allahabad.

No.355-W/CRS/BRSTN/All BG sections/ NCR/Bridges.

Dated: 02.02.2011.

CME, COM, CEE, CSTE,

DRM/ ALD, JHS & AGC.

Sub: Sanction for regular operation of "Broad Gauge Bogie Rail Wagon Type BRSTN" for Ministry of Defence having maximum axle load of 20.32t over all B.G section of at a maximum proposed speed of 75/80 kmph in empty/loaded conditions of North Central Railway.

Ref:-CRS/NE Circle letter No. 3499/BRSTN/SANC-01, dated 31/01.01/02.2011 (Copy enclosed).

'Based on RDSO's Speed Certificate No. MW/CS/BOM dated 16.10.2009 and Railway Joint Safety Certificate No.41/BRSTN/All BG Section/ NCR / 2010 (Copy enclosed), CRS / NE Circle vide letter under reference has accorded sanction for regular operation of "Broad gauge bogie Rail Wagon Type BRSTN" for Ministry of Defence having maximum axle load of 20.32t over all B.G section of at a maximum proposed speed of 75/80 kmph in empty/loaded conditions of North Central Railway.

This is for your information and further action please.

DA: As above


2.2.11
(Sachin Varma)
Dy CE/Bridge/HQ

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सत्यमेव जयते

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वायु परिवहन विभाग
रेल संचालन आयोग, पूर्वोत्तर परिसर

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

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दूरभाष, लखनऊ-226 001
Hazratganj, Lucknow-226 001

सं.3499/BRSTN/NCR/SANCR-01

दिनांक : 31.01.2011.

मुख्य पुल अभियान्ता,
उत्तर मध्य रेलवे,
इलाहाबाद ।

विषय : Regular operation of "Broad Gauge Bogie Rail Wagon Type BRSTN" for Ministry of Defence having maximum axle load of 20.32t over all B.G. sections of at a maximum proposed speed of 75/80 kmph in empty/loaded condition of North Central Railway.

संदर्भ : आपका आवेदन पत्र सं.355-W/CRS/BRSTN /All BG sections/NCR/ Bridge, दिनांक 19.04.2010.

Sanction is hereby accorded for regular operation of Broad Gauge Bogie Wagon Type "BRSTN" having maximum axle load of 20.32t on all the B.G. sections of North Central Railway as detailed in Railway's Joint Safety Certificate no. 41/BRSTN/All BG Section/NCR/2010 with the maximum speed of 70 kmph or permissible speed of the section which ever is less .

2.0 The above sanction is subject to observance of the following stipulation and conditions :-

2.1 All temporary and permanent speed restrictions in force or those that may be imposed from time to time due to track, bridges, OHE, signalling & interlocking etc.

2.2 All conditions additional stipulations given in the Railways Joint Safety Certificate no. 41/BRSTN/All BG Sections/NCR/2010 Ist sanction of Railway Board vide EDCE/G's letter No. 2007/CEDO/SR/08 dated 11.05.2007 and RDSO's provisional maximum permissible speed Certificate No.MW/CS/BOM dated 16.10.2009 and concomitant Track & Bridge Certificate.

**NORTH CENTRAL RAILWAY
JOINT SAFETY CERTIFICATE
No 41/BRSTN/All BG sections/NCR/2010.**


Based on RDSO final maximum permissible speed certificate No. MW/CS/BOM, dated 16.10.2009 and RDSO Drg. No. WD-06026-S-01 Alt. Nil, **certified that BG Bogie Rail Wagon type BRSTN for ministry of Defence is safe for regular operation** with maximum axle load of 20.32t **over all BG sections of North Central Railway with maximum proposed speed of 75/80 kmph in empty/loaded condition or the maximum permissible speed of the section which ever is less as detailed in Track certificate**, subject to observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time due to track, bridges, overhead equipment and signaling & interlocking etc. **Further, maximum permissible speed on curves shall not exceed 70 kmph as per para 2.1.4 of speed certificate.**

Certified that all the conditions as stipulated in the RDSO final maximum permissible speed Certificate No. MW/CS/BOM, dated 16.10.2009 are fulfilled.


Chief Mechanical Engineer


Chief Electrical Engineer


Chief Signal & Tele. Engineer


Chief Operations Manager


Principal Chief Engineer

Certified that track on the following sections of North Central Railway, the weakest portion of which as per details given in drawing no. WD-06026-S-01 Alt. Nil up to a maximum speed of 100 kmph is 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/CS/BOM dated 16.10.2009 for tracks are fulfilled

Table

Line	Section		Kms		Type	Raiis		Type	Sleepers		Ballast cushion (in mm)	Max. speed proposed		Max. sectional speed existing in the section (kmph)
	From	To	From	To		% of wear or year of laying	Year of laying		Density	Empty		Loaded		
DN	BINA	LAR	977.00	1037.81	52kg, 72UTS	1980-81	2002-03	M+8	300/250	75	80	120		
UP	LAR	BINA	1037.81	977.00	52kg, 72UTS	1972-73	1994-95	M+8	250/125	75	80	120		
DN	LAR	AGC	1037.81	1341.00	52kg, 72UTS	1969	1998-99	M+8	250/225	75	80	130		
UP	AGC	LAR	1341.00	1037.81	52kg, 72UTS	1973-74	1999	M+8	250/100	75	80	130		
DN	BANSA	MKP	1254.70	1256.0	52kg, 90UTS	1990-91	1990-91	M+7	300/100	75	80	100		
UP	MKP	BANSA	1256.0	1254.70	52kg, 90UTS	2006-07	2004-05	M+8	250/250	75	80	100		
SL	JHS	MKP	1127.60	1418.10	52kg, 72UTS	1987-88	1986	M+7	200/75	75	80	100		
DN	MKP	NYN	1349.46	1256.72	60 kg	2006	2006	M+7	250/100	75	80	100		
UP	NYN	MKP	1256.72	1349.46	52kg, 72UTS	1990	1989	M+7	250/50	75	80	100		
SL	LINK	COI	1347.85	1348.65	52kg, 90UTS	1996	1996	M+7	200/50	75	80	100		
SL	KID	BZM	1308.47	1427.12	52kg, 72UTS	1999	1999	M+7	250/250	75	80	100		
DN	GOY	BZM	1355.95	1333.58	52kg, 90UTS	1996	1987	M+7	300/100	75	75	75		
UP	BZM	GOY	1333.58	1355.95	52kg, 90UTS	2008	2008	M+7	300/250	75	75	75		
SL	JHS	BZM	1127.72	1333.58	52kg, 72UTS	1990-91	1991-92	M+7	250/100	75	80	100		
SL	AIT	KNH	1216.69	1230.37	90R	1984-85	1984-85	M+4	75/0	30	30	30		
SL	BLNR	BIX	1228.40	1307.40	52kg, 72UTS	1992	1988	M+4	200/100	75	80	80		
SL	BANSA	OHAN	1257.05	1258.90	52kg, 72UTS	1985-86	2004	M+7	250/150	45	45	45		
SL	GWL	PNHR	1318.40	1319.15	52kg, 90UTS	1993	1993	M+7	200/0	15	15	15		
SL	MBAJN	KURJ	1265.77	1330.41	52kg, 90UTS	2007	2007	M+7	200/150	75	75	75		
SL	AGD	Malkheri	983.17	990.316	52kg, 90UTS	2008	2008	M+7	250/100	50	50	50		
UP	MGS	GZB	677.28	1428.50	52kg, 90UTS	1989	1979	M+7	300/100	75	80	130		
DN	GZB	MGS	1428.50	677.28	52kg, 90UTS	1982	1982	M+7	300/100	75	80	130		
SL	CAR	CPU	143.07	243.0	90R	1962	1962	M+6	200/50	50	50	50		
SL	ALD	FD	155.14	155.96	52kg, 90UTS	1997	1995	M+5	250/100	75	80	100		
S/L	LKO	CNB	69.86	71.00	52kg, 90UTS	1989	1988	M+7	250/150	75	80	120		
N/L	CNBI	LKO	69.86	71.00	52kg, 72UTS	1988	1988	M+7	250/150	60	80	40		
S/L	CNBI	GMC	1015.76	1019.00	60kg, 90UTS	2004	2004	M+8	300/250	40	40	40		
N/L	VIA CNB	GMC	1019.00	1021.66	52kg, 72UTS	1993	1994	M+7	200/150	15	15	15		
N/L	CNBI	GMC	1021.66	1019.00	52kg, 72UTS	1993	1994	M+7	200/150	15	15	15		
N/L	VIA CNB	GMC	1019.00	1015.76	60kg, 90UTS	2004	2004	M+8	300/250	40	40	40		
SL	BRN	ETH	0.49	59.00	90 BSS	1958	1958	M+2	200/50	30	30	30		
SL	HRS	HRF	1297.0	1305.70	52kg, 72UTS	2002	2002	M+7	200/50	50	50	50		
SL	SKB	MNQ	1212.57	1260.00	90R	1963(S)	1963	M+4	200/50	60	60	60		
SL	MNQ	FKD	1260.00	1318.26	90R	1963(S)	1963	M+4	200/50	35	35	35		
SL	ALJN	HGI	167.74	153/0	90R	1964	1964	M+4	200/50	30	50	50		
SL	KRJ	MTC	1370.13	1370.47	52kg, 90UTS	2000	1999	M+7	150/100	60	75	75		
DN	AGC	PWL	1343.27	1479.40	52 kg, 90 UTS	1993-94	1982	M+7	250/100	75	80	150		
UP	PWL	AGC	1479.40	1343.27	52 kg, 90 UTS	1990	1976-77	M+7	250/100	75	80	150		

Signature
CTE

Dy. CE/TP
11/03

DN	MTJ	KTT	1243.00	1244.2	60Kg, 90UTS	2009	PSC-6	2009	M+8	300/300	75	80	130
UP	KTT	MTJ	1244.2	1243.00	60Kg, 90UTS	2009	PSC-6	2009	M+8	300/300	75	80	130
SL	TDL	JAB	1248.51	1267.35	52Kg, 90UTS	2001	PSC-5	1993	M+7	250/200	75	80	100
SL	JAB	IDH	86.82	82.33	52 Kg 72 UTS	1996	PSC-5	2000-01	M+7	250/0	20	20	20
SL	IDH	AGC	1344.72	1343.19	52 kg, 72UTS	1974	PSC-5	1997	M+4	100/0	15	15	15
SL	RKM	JAB	1347.15	1269.02	90R	1990	PSC-5/ST	1990	M+7	100/0	20	20	20
SL	MTJ	AWR	1397.06	1517.06	52Kg, 72UTS	1990	PSC-6	1992	M+7	250/100	75	75	75
SL	AF	BKI	0.00	150.51	52Kg, 90UTS	2004	PSC-6	2004	M+8	300/100	75	80	100
SL	BXN	IDH	1.00	82.35	52Kg, 72UTS	1983-84	PSC-5	1996-97	M+7	200/100	75	80	100

Note- Maximum speed on curves should not exceed 70 kmph.

Countersigned

Signature
CTE

Dy. CE/TP

Signature

SN 21

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

Date:12.03.2010

Based on RDSO's speed certificates No. MW/CS/BOM dated 16.10.2009, certified that bridges on sections given below are having minimum strength of super structure as indicated against the sections as per revised Bridge Rules - 1964 and are safe for running of **BG Bogie Rail Wagon type BRSTN** to RDSO Drg. No. WD-06026-S-01 Alt. Nil, up to the maximum speed indicated against the sections 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.


S. N.	Section		Line	KM		% Strength	Max. proposed speed for empty/loaded
	From	To		From	To		
1.	Mughalsarai	Ghaziabad	UP/DN	677.28	1428.50	100% RBG	75/80 Kmph
2.	Palwal	Bina Jn.	UP/DN	1479.40	977.00	100% BGML	75/80 Kmph
3.	Aligarh Jn.	Hardua Ganj	SL	167.74	153.00	100% RBG	50/50 Kmph
4.	Hathras Jn.	Hathras Quilla	SL	1296.38	1305.40	100% RBG	50/50 Kmph
5.	Barhan Jn	Etah	SL	0.00	58.77	100% RBG	30/30Kmph
6.	Shikohabad	Mainpuri	SL	1212.02	1259.83	96% RBG	60/60 Kmph
7.	Mainpuri	Farukhabad	SL	1259.83	1318.26	96% RBG	35/35 Kmph
8.	Chunar Jn.	Chopan	SL	244.20	143.07	100% BGML	50/50 Kmph
9.	Kanpur	Lucknow	UP/DN	71.00	69.86	100% RBG	75/80 Kmph
10.	Chandari	Kanpur	UP/DN	1015.83	1019.75	100% MBG	40/40 Kmph
11.	Link Jn.	Chheoki	SL	1347.85	1348.65	100% RBG	15/15 Kmph
12.	Khurja Jn.	Meerut	SL	1369.82	1370.47	100% RBG	75/75 Kmph
13.	Allahabad	Faizabad	SL	156.36	155.54	100% RBG	75/80 Kmph
14.	Tundala Jn.	Yamuna Bridge	SL	1248.51	1269.02	100% RBG	75/80 Kmph
15.	Yamuna Bridge	Raja Ki Mandi	SL	1269.02	1347.15	100% BGML	20/20 Kmph
16.	Yamuna Bridge	Agra Cantt.	SL	1269.02	1343.27	100% BGML	20/20 Kmph
17.	Raja Ki Mandi	Belan Ganj	SL	1347.15	1349.73	100% BGML	10/10 Kmph
18.	Mathura Jn.	Alwar Jn.	SL	1397.06	1517.06	100% MBG	75/75 Kmph
19.	Agra Fort	Bandikui	SL	0.00	150.51	100% MBG	75/80 Kmph
20.	Idgah	Bayana	SL	82.35	1.00	100% BGML	75/80 Kmph
21.	Mathura Jn.	Kota	UP/DN	1244.20	1243.00	100% BGML	75/80 Kmph
22.	Birlanagar	Bhind	SL	1227.67	1306.76	100% BGML	70/70 Kmph
23.	Kanpur	Jhansi Jn.	SL	1344.95	1127.72	95% BGML	75/80 Kmph
24.	Ait	Konch	SL	1219.69	1230.37	100% BGML	30/30 Kmph
25.	Bhimsen Jn.	Khairar Jn.	SL	1427.12	1308.47	70% BGML	75/80 Kmph
26.	Jhansi Jn.	Manikpur	SL	1127.72	1256.72	70% BGML	75/80 Kmph
27.	Manikpur	Naini Jn	UP/DN	1256.72	1349.46	70% BGML	75/80 Kmph
28.	Manikpur Jn.	Bansa Pahar	UP/DN	1256.72	1254.70	100% BGML	75/80 Kmph
29.	Ohan	Bansa Pahar	SL	1258.90	1257.05	100% BGML	45/45 Kmph
30.	Gwalior	Panihar	SL	1319.50	1318.40	100% BGML	15/15 Kmph
31.	Mahoba	Khajuraho	SL	1265.58	1330.41	100%MBG	75/75Kmph

Sub structure of all the bridges on the sections given above are in satisfactory condition and are safe for running of BG Bogie Rail Wagon type BRSTN up to the proposed speeds confirming 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) = 20.32 t.
2. Max. Axle load (empty) = 6.2525t.
3. Max. Braking force at rail level per axle = 10 % of axle load.
4. Max. C.G. height from rail level (loaded) = not exceeding 1830 mm
5. Max. C.G. height from rail level (empty) = 725 mm
6. Track loading density (Gross) = 5.419 t/m.

Countersigned


18/3/10

(B.Chowdhary)

Chief Bridge Engineer


(Devendra Singh)
Dy.CE/Bridge/HQ

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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/CS/BOM

Date: 16.10.2009

✓ The General Manager (Engg.)

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

Sub: Final maximum permissible speed certificate for 20.32t axle load
BG Bogie Rail Wagon type BRSTN for Ministry of Defence.

1. BG Bogie Rail wagon type BRSTN having a maximum axle load of 20.32 t has been designed by RDSO for transportation of heavy vehicles over all BG system of Indian Railways. This wagon is upgraded version of the existing BRST wagon, which has been running since long without any problem. The modified design incorporates fitment of Casnub 22 NLB bogie, single pipe graduated release air brake and transition CBC with side buffers. Leading particulars of the wagon are indicated in RDSO drawing No.WD-06026-S-01 Alt. Nil.
- 1.1 To assess the speed potential of BG bogie rail wagon type BRSTN has been subjected to oscillation trials. The result of the trials were published in RDSO report No. MT-992/F Rev.-0 dated 07.10.2009, Amendment-Nil. The results indicated BRSTN wagon has exhibited satisfactory riding and stability characteristics up to a maximum test speed of 85 kmph in empty and 90 kmph in loaded condition with axle load of 20.32 t on the track maintained to other than C&M-I, volume. - I standard on straight track, station yard and on 2^o curve over Gomoh - Barkakana section of East Central Railway.

2.0 Based on the results of oscillation trial as contained in the report, it is certified that BRSTN wagon may be permitted to run up to a maximum speed of 75kmph in empty and 80 kmph in loaded condition subject to the observance of the following conditions:

2.1 Track

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

2.1.2 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.

2.1.3 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.

2.1.4 The maximum permissible speed on curves to be decided on the basis of the existing provision of Indian Railway Permanent Way Manual Reprint- 2004 but should not more than 70kmph.

2.1.5 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.

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 76.2 m (clear) designed for BGML standard loading as per RDSO's drawing No. BA-11154 should be strengthened by providing two additional anchor bolts.

2.2.2 Superstructures and bearings of non-standard spans including Arches and sub-structures of all bridges are to be examined under the directions of the Chief Bridge Engineer concerned and certified safe with respect to current Indian Railway Standard codes with up to date correction slips.

2.2.3 For double headed operation track on bridges & approaches BGML span of 78.8m (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 case, where dispersion cannot be allowed as per clause 2.2.3.2 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 Principal Chief Engineer concerned.

2.2.4 Other specific restrictions are applicable as mentioned in relevant Speed Certificates of hauling single/ multiple locomotives issued by RDSO.

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

(i)	Maximum axle load (Loaded)	20.32 t
(ii)	Maximum axle load (Empty)	6.2525t
(iii)	Maximum braking force at rail level	10% of axle load
(iv)	Max. C.G. height from rail level in loaded condition	Not exceeding 1830mm
(v)	Max. C.G. height from rail level in empty condition	725mm
(vi)	Track loading density (Gross)	5.419 t/m

2.2.6 Zonal Railways to certify adequacy of existing bridges for permitting rolling stock based on physical condition of bridges. Bridges shall be kept under observation as considered necessary by the Chief Bridge Engineer of the Railway.

2.2.7 Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.

2.3 Signalling

2.3.1 Provisions of GR, SR, SEM & all extant instructions issued from time to time shall be complied with.

2.3.2 On the sections where EBD of more than 1 Km is to be catered for, second distant signal or automatic signalling should be available failing which suitable speed restrictions is to be imposed.

2.4 Rolling Stock

Before starting the operation, CME of the concerned railways will certify the track worthiness and safety of the rolling stock.

2.5 General

- 2.5.1 All the permanent and temporary speed restrictions in force and those that may be imposed from time to time due to track, bridges, curves, signalling and interlocking etc. shall be also observed.
- 2.5.2 For movement of wagon on any private or assisted siding for loading or unloading the consignment, the Chief Engineer of the concerned railway should be referred to.
- 2.5.3 The design of BRSTN wagon does not infringe the Maximum Moving Dimension diagram 1D and clauses of Chapter IV (A) of Indian Railways Schedule of Dimensions (BG) Revised, 2004.

DA: Drg. No. WD-06026-S-01 Alt. Nil.



(S. Mani)
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./Elect./S&T)
 - (i) Central Railway, CST, Mumbai-400 001
 - (ii) Eastern Railway, Fairlie Place, Kolkata-700 001
 - (iii) East Central Railway, Hajipur, Bihar 844 101
 - (iv) East Coast Railway, Bhubaneswar, Orissa-751 023
 - (v) Northern Railway, Baroda House, New Delhi-110 001
 - (vi) North Central Railway, Allahabad.-211 001
 - (vii) North Western Railway, Jaipur-302 006
 - (viii) North Eastern Railway, Gorakhpur-273 001
 - (ix) Southern Railway, Park Town, Chennai-600 003
 - (x) South Central Railway, Secunderabad-500 071
 - (xi) South Eastern Railway, Garden Reach, Kolkata-700 043
 - (xii) South East Central Railway, R.E. Complex, Bilaspur – 495 004
 - (xiii) South Western Railway, Hubli – 580 023
 - (xiv) Northeast Frontier Railway, Maligaon, Guwahati-781 011
 - (xv) Western Railway, Churchgate, Mumbai-400 020
 - (xvi) West Central Railway, Jabalpur-482 001
3. M/s. Bharat Earthmovers Ltd., Banglore Complex, P.B. No . 7501, New Thippasandra, Banglore – 560 075

DA: Drg. No. WD-06026-S-01 Alt. Nil.



(S. Mani)
Exe. Director Standards (Motive Power)