

NORTH CENTRAL RAILWAY

Head quarters' Office,
Engineering Department,
Allahabad.

N0 355-W/CRS/BCFC (CC+6+2t)/All BG/NCR/Bridge,

Dated 28.06.2013

CME, GEE, CSTE & COM

DRM/ALD, JHS & AGC.


Sub:- Sanction for provisional operation of "Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)" having maximum axle load of 22.32t over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition.

Ref:-CRS/NE Circle's sanction letter No. 3499/BCFC/NCR/SANC-66 dated 25.06.2013 (copy enclosed).

Based on RDSO speed certificate No. MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010 and Railway Joint Safety Certificate No. 10/BCFC (CC+6T+2T)/NCR/2013, CRS/NE Circle vide letter under reference above has accorded sanction for provisional running of "Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)" having maximum axle load of 22.32t over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition or the maximum permissible speed of the section which ever is less.

This is for your information and further action please.

DA: As above.


28/06/13
(Sachin Verma)
Dy CE/Bridge/HQ
For G.M/Engg.

of c

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सत्यमेव जयते



हजरतगंज, लखनऊ-226 001

Hazratganj, Lucknow-226 001

सं.3499/BCFC/NCR

/SANC-66

दिनांक : 25.06.2013

मुख्य अभियन्ता,पुल,
उत्तर मध्य रेलवे,
इलाहाबाद ।

विषय : Sanction for provisional operation of "Broad Gauge Bogie Covered Wagon Type BCFC" (CC+6T+2T) having maximum axle load of 22.32t over all BG sections except Shikohabad-Farrukhabad, Ait-Konch and Yamuna Bridge-Agra City-Raja Ki Mandi section of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition.

संदर्भ: महा प्रबन्धक, उत्तर मध्य रेलवे, इलाहाबाद के आवेदन पत्र सं.355-W/CRS/BCFC/ (CC+6T+2T)/All BG/ NCR/Bridge दिनांक 22.03.2013.

Sanction is hereby accorded for provisional operation of "Broad Gauge Bogie Covered Wagon Type BCFC" (CC+6T+2T) having maximum axle load of 22.32t as per RDSO drawing No.WD-07054-S-02 Alt-1 on approved routes except Shikohabad-Farrukhabad, Ait-Konch and Yamuna Bridge-Agra City-Raja Ki Mandi section of North Central Railway as detailed in North Central Railway's Joint Safety Certificate No.10/BCFC/(CC+6T+2T)/NCR/2013 at maximum proposed speed as detailed therein or the maximum permissible speed of the section which ever is less subject to :-

Observance of all permanent and temporary speed restriction in force and/or those that may be imposed from time to time on various accounts.

Observance of all conditions as laid in RDSO's final maximum permissible speed certificate No. MW/SPD/BG/BCFC/22.32 t/PROV dated 28.06.2010 and North Central Railway's Joint Safety Certificate No. 10/BCFC/(CC+6T+2T)/NCR/2013 and concomitant track and bridge certificates.

DA. As above.

(प्रमात कुमार बाजपेई)

रेल संरक्षा आयुक्त,

पूर्वोत्तर परिमण्डल, लखनऊ ।

सं.3499/BCFC/NCR

दिनांक : 25.06.2013

Copy forwarded for information to :- The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.
All Commissioner of Railway Safety.

NORTH CENTRAL RAILWAY

Head quarters' Office,
Engineering Department,
Allahabad.

NO 355-W/CRS/BCFC (CC+6+2t)/All BG/NCR/Bridge,

Dated 22.03.2013

To,
The Commissioner of Railway Safety,
North Eastern Circle,
Lucknow.

Dear Sir,

Sub:- Sanction for provisional operation of "Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)" having maximum axle load of 22.32t over-all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition.

Based on RDSO provisional speed certificate No MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010, it is safe to permit regular operation of "Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)" having maximum axle load of 22.32t over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition, *subject to the following:*

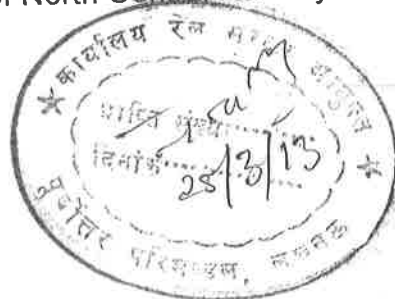
- (i) Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- (ii) Observance of all conditions as given in the RDSO provisional speed certificate No MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010 with concomitant track, bridge and Joint Safety Certificate.

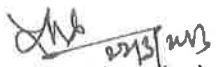
Following documents are enclosed herewith for kind perusal:

- (i) Joint Safety Certificate No: 10/BCFC (CC+6+2T)/NCR/2013
- (ii) Track Certificate
- (iii) Bridge Engineer's Certificate along with Annexure-B.
- (iv) RDSO provisional Speed Certificate No. MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010
- (v) Copy of Railway Board letter No.2012/CEDO/SR/09, dated 01.12.2012 has given sanction to South Central Railway.

It is requested to give your kind approval and accord sanction for provisional operation of "Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)" over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph.

DA: As above




(Ramesh Chandra)
Chief Bridge Engineer

NORTH CENTRAL RAILWAY

Head quarters' Office,
Engineering Department,
Allahabad.

N0 355-W/CRS/BCFC (CC+6+2t)/All BG/NCR/Bridge,

Dated 22.03.2013

To,
The Commissioner of Railway Safety,
North Eastern Circle,
Lucknow.

Dear Sir,

Sub:- Sanction for provisional operation of "**Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)**" having maximum axle load of 22.32t over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition.

Based on RDSO provisional speed certificate No MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010, it is safe to permit regular operation of "**Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)**" having maximum axle load of 22.32t over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph in empty condition and 60 kmph in loaded condition , *subject to the following:*


- (i) Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
- (ii) Observance of all conditions as given in the RDSO provisional speed certificate No MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010 with concomitant track, bridge and Joint Safety Certificate.

Following documents are enclosed herewith for kind perusal:

- (i) Joint Safety Certificate No: 10/BCFC (CC+6+2T)/NCR/2013
- (ii) Track Certificate
- (iii) Bridge Engineer's Certificate along with Annexure-B.
- (iv) RDSO provisional Speed Certificate No. MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010
- (v) Copy of Railway Board letter No.2012/CEDO/SR/09, dated 01.12.2012 has given sanction to South Central Railway.

It is requested to give your kind approval and accord sanction for provisional operation of "**Broad Gauge Bogie Covered Wagon type BCFC (CC+6+2T)**" over all BG sections except Shikohabad – Farrukhabad, Ait – Konch and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 65 kmph.

DA: As above


(Ramesh Chandra)
Chief Bridge Engineer


S S E L M E

NORTH CENTRAL RAILWAY
JOINT SAFETY CERTIFICATE
(No. 10/BCFC (CC+6+2T)/NCR/2013)

Based on RDSO provisional speed certificate No. MW / SPD / BG / BCFC / 22.32t / PROV, dated 28.06.2010, certified that following B.G. sections of North Central Railway are safe for provisional running of "Broad Gauge Bogie Covered Fly Ash/Cement Wagon Type BCFC" having maximum axle load of 22.32t (CC+6+2T) to RDSO Drg. No. WD-07054-S-02 Alt.1 at a maximum permissible speed as indicated against each section tabulated below, subject to observance of all permanent and temporary speed restrictions in force and those will be imposed from time to time due to track, bridges, overhead equipment, signaling & interlocking, etc.

SN	Section		Line	Kilometer		Maximum Proposed Speed in loaded/empty	Maximum sectional speed existing in the section
	From	To		UP/DN/SL	From		
1	MGS	GZB	UP & DN	677.28	1428.50	60/65	130
2	BINA	LAR	UP & DN	977.00	1037.81	60/65	120
3	LAR	AGC	UP & DN	1037.81	1343.27	60/65	130
4	AGC	PWL	UP & DN	1343.27	1479.40	60/65	150
5	MKP	BANSA	UP & DN	1256.72	1254.70	60/65	110
6	NYN	MKP	UP	1349.46	1256.72	60/65	110
7	MKP	NYN	DN	1256.72	1349.46	60/65	100
8	LINK	COI	SL	1347.84	1348.65	15/15	15
9	KID	BZM	SL	1308.47	1427.12	60/65	100
10	GOY	BZM	DN	1344.95	1333.58	60/65	110
11	BZM	GOY	UP	1333.58	1344.95	60/65	75
12	JHS	KID	SL	1127.60	1308.47	60/65	100
13	KID	MKP	SL	1308.47	1419.22	60/65	110
14	JHS	BZM	SL	1127.72	1333.58	60/65	110
15	BLNR	BIX	SL	1227.67	1306.76	60/65	80
16	BANSA	OHAN	SL	1257.05	1258.90	60/60	60
17	MBA	KURJ	SL	1265.58	1328.84	60/65	100
18	AGD	Malkheri	SL	983.17	990.316	50/50	50
19	ETUE	MTI	SL	1251.94	1255.12	60/60	60
20	KRJ	MTC	SL	1370.13	1370.47	60/65	75
21	BRN	ETH	SL	0.00	58.77	60/65	75
22	HRS	HRF	SL	1296.38	1305.40	50/50	50
23	MTJ	AH	SL	350.60	385.40	60/65	75
24	ALD	FD	SL	155.14	155.96	60/65	100
25	CAR	CPU	SL	143.07	243.00	60/60	60
26	LKO	CNB	S/L	69.86	71.00	60/65	100


	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.	
2.3	Bridges	
2.3.1	The clearance refers to bridges with standard designs 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 78.8m (effective) designed for BGML standard loading as per RDSO's drawing No.BA-11154 should be strengthened by providing two additional anchor bolts.	Strengthening of bearings of all 78.8m (effective) BGML spans had already been completed.
2.3.2	Superstructures & bearings of non-standard spans including Arches and sub-structures of all bridges are to be examined under the direction of the Chief Bridge Engineer concerned and certified safe with respect to current Indian Railway standard codes with up- to-date correction slips.	Superstructures & bearings of non-standard spans including Arches and sub-structures of all bridges are safe.
2.3.3.1	(a) BGML, RBG & MBG span of 47.3m is restricted to 60 kmph. (b) BGML, RBG & MBG span of 63.0m and 78.8m is restricted to 50 kmph.	Imposed speed restrictions in Annexure-B of Bridge certificate.
2.3.3.2	For loaded condition, track on bridges and approaches of BGML spans 47.3m, 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.	Strengthened for allowing dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules and the bridge superstructure including bearings and sub-structure have already been checked for longitudinal force without dispersion.
2.3.4	Other specific restrictions are applicable which are indicated in relevant Speed Certificates of hauling single/multiple locomotives issued by RDSO.	It is ensured.
2.3.5	The clearance is subject to the following parameters of BCFC wagon loaded. (i) Maximum axle load (loaded with cement) = 22.32t (ii) Maximum axle load (loaded with fly ash) = 17.75 t. (iii) Maximum axle load (empty condition) = 5.5t (iv) Maximum C.G. Height from rail level (loaded with fly ash) = 2000 mm. (v) Maximum C.G. Height from rail level (loaded with cement) = 2152 mm. (vi) Maximum C.G. Height from rail level (empty)=1280 .mm Maximum braking force at rail level per axle = 10% of axle load.	Noted
2.3.6	Zonal Railways to 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 Railway.	It is ensured
2.3.7	Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.	Noted and ensured.
2.4	Signaling	
2.4.1	Provisions of GR, SR, SEM & all extant instructions issued from time to time shall be complied with.	Shall be complied

2.4.2	On the sections where EBD of more than 1 km is to be catered for, second distant signal or automatic signaling should be available failing which suitable speed restriction is to be imposed.	EBD of loaded stock at maximum proposed speed is 547 m
2.5	Rolling Stock	
2.5.1	Before initiating the operation, CME of the Railway will certify the track worthiness and safety of the rolling stock. He will also ensure proper maintenance of the stock.	It is ensured
2.6	General	
2.6.1	All the permanent and temporary speed restrictions enforced and those that may be imposed from time to time due to track, bridges, curves, signaling & interlocking etc. shall be observed.	Shall be observed
2.6.2	The design of BCFC wagon, does not infringe clauses of Chapter IV(A) of Indian Railway Schedule of Dimensions B.G. revised 2004.	Noted.
2.6.3	Conditions stipulated in the Railway Board letter no.2005/CE-II/TS/7, dated 01.05.2006 for operation of 22.32t (CC+6+2t) axle load shall continue to apply.	It is ensured
2.6.4	The provisional speed certificate for operation of 22.32t axle load BCFC wagon shall remain valid up to 5 years from the date of issue or before date of issuance of final speed certificate whichever is earlier.	Noted.
2.5.2	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.	It is ensured


 (S.K.Ahmad)
 Chief Mechanical Engineer


 (A.K.Rawal)
 Chief Electrical Engineer


 (Manmohan Garhwal)
 Chief Signal & Tele. Engineer


 (U.K.Singh)
 Chief Operations Manager


 (Satish Kumar)
 Principal Chief Engineer

NORTH CENTRAL RAILWAY
TRACK CERTIFICATE

Certified that track on the following section 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 22.32t (CC+6t+2t) axle load BG Bogie covered Fly Ash/ Cement Wagon type BCFC ' up to 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/BCFC/22.32t/PROV dt. 28.06.2010 for tracks is fulfilled.

Line	Section		Kms		Rails			Sleepers			Ballast cushion (in mm)		Max speed proposed (kmph)		Max sectional speed existing in the section (kmph)
	From	To	From	To	Type	% of wear or year of laying	Type	Year of laying	Density	Total/Clean	Loaded	Empty			
DN	GZB	MGS	1428.50	677.28	52 Kg.90UTS	2002	PSC-5	1984	M+7	300/100	60	65	130		
UP	MGS	GZB	677.28	1428.50	52 Kg.90UTS	1991	PSC-5	1991	M+7	300/100	60	65	130		
DN	BINA	LAR	977.00	1037.81	52 Kg.72UTS	1987	PSC-5	2006	M+8	250/100	60	65	120		
UP	LAR	BINA	1037.81	977.00	60Kg	2001	PSC-6	1990	M+8	250/100	60	65	120		
DN	LAR	AGC	1037.81	1343.27	52 Kg.90UTS	2002	PSC-5	2007	M+8	250/100	60	65	130		
UP	AGC	LAR	1343.27	1037.81	52 Kg.90UTS	1998	PSC-5	1996	M+8	300/100	60	65	130		
DN	AGC	PWL	1343.27	1479.40	52Kg.90UTS	1998	PSC-5	1997	M+7	250/100	60	65	150		
UP	PWL	AGC	1479.40	1343.27	52Kg.90UTS	2003	PSC-5	84-85	M+7	250/100	60	65	150		
DN	BANSA	MKP	1254.70	1256.72	52kg.90UTS	1990-91	PSC-5	1990-91	M+7	300/100	60	65	110		
UP	MKP	BANSA	1256.72	1254.70	52kg.90UTS	2006-07	PSC-6	2004-05	M+8	250/250	60	65	110		
SL	JHS	KID	1127.60	1308.47	52kg.72UTS	87-88	PSC-5	1992-93	M+7	250/100	60	65	100		
SL	KID	MKP	1308.47	1419.22	52kg.72UTS	1988	PSC-5	1992-93	M+7	250/100	60	65	100		
DN	MKP	NYN	1256.72	1349.46	52kg.72UTS	84-85	PSC-5	90-91	M+7	250/100	60	65	110		
UP	NYN	MKP	1349.46	1256.72	52kg.72UTS	2000	PSC-5	1993	M+7	250/100	60	65	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	65	100		
DN	GOY	BZM	1344.95	1333.58	52kg.90UTS	1996	PSC-5	1995	M+7	300/100	60	65	110		
UP	BZM	GOY	1333.58	1344.95	52kg.90UTS	1998	PSC-6	1998	M+7	200/150	60	65	75		
SL	JHS	BZM	1127.72	1333.58	52kg.72UTS	1990-91	PSC-5	1991-92	M+7	250/100	60	65	110		
SL	BLNR	BIX	1227.67	1306.76	52kg.72UTS	1992	CST-9	1988	M+4	200/100	60	60	80		
SL	BANSA	OHAN	1257.05	1258.90	52kg.90UTS	1993	PSC-5	2004	M+7	250/150	30	30	30		
SL	GWL	PNHR	1318.40	1319.15	52kg.90UTS	2007	PSC-6	2007	M+7	250/100	60	65	100		
SL	MBA JN	KURJ	1265.58	1328.84	52kg.90UTS	2008	PSC-6	2008	M+7	250/100	50	50	50		
SL	AGD	Malikheri	983.17	990.316	52kg.90UTS	2008	PRC	1995	M+5	250/100	60	65	100		
SL	ALD	FD	155.14	155.96	52kg.90UTS	1997	PRC	1988	M+7	250/150	60	65	100		
SL	LKO	CNB	69.86	71.00	52kg.90UTS	1989	PRC	1988	M+7	250/150	60	65	100		
N/L	CNB	LKO	69.86	71.00	52kg.72UTS	1988	PRC	1988	M+7	250/100	60	60	60		
SL	CAR	CPU	143.07	243.0	52kg.72UTS	2004	PSC-5	1995	M+7	250/100	60	60	60		
SL	ETUE	MTI	1251.94	1254.94	52kg.90UTS	2008	PSC-5	2008	M+8	250/100	60	65	75		
SL	BRN	ETH	0.00	58.77	52kg.72UTS	1996	PRC	2000	M+7	250/150	60	50	50		
SL	HRS	HRF	1296.38	1305.40	52kg.72UTS	2002	PSC-5	2002	M+7	250/200	60	65	100		
SL	ALJN	HGJ	167.74	159/0	52 kg.90 UTS	2005	PSC-5	2005	M+7	150/100	60	65	75		
SL	KRJ	MTC	1370.13	1370.47	52kg.90UTS	2000	PRC	1999	M+7	300/300	60	65	130		
DN	MTJ	KTT	1243.00	1244.2	60Kg.90UTS	2009	PSC-6	2009	M+8	300/300	60	65	130		
UP	KTT	MTJ	1244.2	1243.00	60Kg.90UTS	2009	PSC-6	2009	M+8	300/300	60	65	100		
SL	TDL	JAB	1248.51	1269.02	52kg.72UTS	1978	ST	1976	M+7	250/200	60	65	100		
SL	MTJ	AWR	1397.06	1515.90	52kg.72UTS	1992	PSC-6	2004	M+7	250/100	60	65	100		
SL	MTJ	AH	350.6	386.19	52kg.72UTS	2009	PSC-6	2009	M+7	200/100	60	65	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	65	110		
SL	BXN	JAB	1.00	86.82	52kg. 72UTS	1984	PSC-5	1996-97	M+7	250/100	60	65	110		

Countersigned

(Signature)
25/11/13

(S.K. Srivastava)
Dy. C.E. I.C.R.

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

Based on RDSO's speed certificate No. MW/SPD/BG/BCFC/22.32t/PROV, dated 28.06.2010, 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 22.32t (CC+6T+2T) axle load Broad Gauge Bogie Covered Fly Ash/Cement Wagon type BCFC, 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	
	From	To		From	To		Loaded	Empty
1.	Mughalsarai	Ghaziabad	UP/DN	677.28	1428.50	100% RBG	60Kmph	65 Kmph
2.	Palwal	Bina	UP/DN	1479.40	977.00	100% BGML	60Kmph	65 Kmph
3.	Aligarh Jn.	Hardua Ganj	SL	167.74	153.00	100% RBG	60Kmph	65 Kmph
4.	Hathras Jn.	Hathras Quilla	SL	1296.38	1305.40	100% RBG	50 Kmph	50 Kmph
5.	Barhan Jn	Etah	SL	0.00	58.77	100% RBG	60Kmph	65 Kmph
6.	Chunar Jn.	Chopan	SL	244.20	143.07	100% BGML	60 Kmph	60 Kmph
7.	Kanpur	Lucknow	UP/DN	71.00	69.86	100% RBG	60Kmph	65 Kmph
8.	Chandari	Kanpur	UP/DN	1015.83	1019.75	100% MBG	40 Kmph	40 Kmph
9.	Link Jn.	Chheoki	SL	1347.85	1348.65	100% RBG	15 Kmph	15 Kmph
10.	Khurja Jn.	Meerut	SL	1369.82	1370.47	100% RBG	60Kmph	65 Kmph
11.	Allahabad	Faizabad	SL	156.36	155.54	100% RBG	60Kmph	65 Kmph
12.	Tundala Jn.	Yamuna Bridge	SL	1248.51	1269.02	100% RBG	60Kmph	65 Kmph
13.	Yamuna Bridge	Bayana	SL	86.82	1.00	100% BGML	60Kmph	65 Kmph
14.	Idgah	Agra Cantt.	SL	1344.72	1343.27	100% BGML	15 Kmph	15 Kmph
15.	Agra Fort	Bandikui	SL	0.00	150.51	100% MBG	60Kmph	65 Kmph
16.	Mathura Jn.	Alwar Jn.	SL	1397.06	1517.06	100% MBG	60Kmph	65 Kmph
17.	Mathura Jn.	Kota	UP/DN	1244.20	1243.00	100% BGML	60Kmph	65 Kmph
18.	Birlanagar	Bhind	SL	1227.67	1306.76	100% BGML	60Kmph	65 Kmph
19.	Kanpur	Jhansi Jn.	SL	1344.95	1127.72	100% BGML	60Kmph	65 Kmph
20.	Bhimsen Jn.	Khairar Jn.	SL	1427.12	1308.47	100% BGML	60Kmph	65 Kmph
21.	Jhansi Jn.	Khairar Jn.	SL	1127.72	1308.47	100% BGML	60Kmph	65 Kmph
22.	Khairar Jn.	Manikpur	SL	1308.47	1419.22	100% BGML	60Kmph	65 Kmph
23.	Manikpur	Naini Jn	UP	1256.72	1349.46	100% BGML	60Kmph	65 Kmph
24.	Manikpur	Naini Jn	DN	1256.72	1349.46	100% MBG	60Kmph	65 Kmph
25.	Manikpur Jn.	Bansa Pahar	UP/DN	1256.72	1254.70	100% BGML	60Kmph	65 Kmph
26.	Ohan	Bansa Pahar	SL	1258.90	1257.05	100% BGML	45 Kmph	45 Kmph
27.	Gwalior	Panihar	SL	1319.50	1318.40	100% BGML	15 Kmph	15 Kmph
28.	Mahoba	Khajuraho	SL	1265.58	1330.41	100% MBG	60Kmph	65 Kmph
29.	Mathura	Achnera	SL	350.60	386.19	100% MBG	60 Kmph	60 Kmph

Sub structure of all the bridges on the sections given above are in satisfactory condition and are safe for operation of 22.32t (CC+6T+2T) axle load Broad Gauge Bogie Covered Fly Ash/Cement Wagon type BCFC, 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 parameters of BCFC wagon -

1. Max. Axle load (loaded) = 22.32 t (Cement loaded), 17.75t (Fly ash loaded)
2. Max. Axle load (empty) = 5.5 t.
3. Max. CG height above rail level (loaded) = 2000 mm (Fly ash loaded), 2152mm (Cement loaded).
4. Max. CG height above rail level (empty) = 1280mm
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.

Countersigned


(B. Chowdhary)
Chief Bridge Engineer


28.2.13
(Sachin Verma)
Dy CE/Bridge/HQ

List of speed restrictions of CC+6T+2T loaded BCFC Wagon

(In addition to all the temporary & permanent speed restrictions already in force and those that may be imposed from time to time)

SN	Section	LINE	BRNUM	LOC	NS1	SP1	NS2	SP2	NS3	SP3	SR (KMPH)
1	MGS - GZB	UP	5	792/9-23	7	45.75	1	9.75	1	14.98	60 Kmph
2	MGS - GZB	DN	5	792/10-24	7	45.75	1	9.75	1	14.63	60 Kmph
3	MGS - GZB	UP	30	820/33-822/1	14	61.00	2	8.84	1	9.14	50 Kmph
4	MGS - GZB	DN	30	822/2-820/34	14	61.00	2	8.84	1	9.14	50 Kmph
5	CAR-CPU	SL	399	143/2-24	14	76.20	2	30.50	14	76.20	50 Kmph
6	CAR-CPU	SL	434	159/3-5	2	30.48	2	45.72			60 Kmph
7	AWR - MTJ	SL	1417/6	1417/8-9	1	45.75	0	0.00	0	0.00	60 Kmph
8	PWL - BIN	DN	1006/1	1006/1-12	4	45.72					60 Kmph
9	PWL - BIN	UP	1006/1	1006/3-11	4	45.72					60 Kmph
10	PWL - BIN	DN	1086/1	1086/2-11	9	45.72					60 Kmph
11	PWL - BIN	UP	1251/1	1251/33-39	2	45.72					60 Kmph
12	PWL - BIN	UP	1258/1	1258/9-15	2	76.20	0	0.00	0	0.00	50 Kmph
13	PWL - BIN	DN	1282/1	1282/26-1283/42	12	60.96	2	45.72	0	0.00	50 Kmph
14	PWL - BIN	UP	1282/1	1282/26-1283/42	14	60.96	0	0.00	0	0.00	50 Kmph
15	JHS-CNB	SL	1275/2	1275/11-1276/6	10	76.20	0	0.00	0	0.00	50 Kmph
16	KID-BZM	SL	1367/2	1367/9-1368/8	12	76.20	0	0.00	0	0.00	50 Kmph
17	JHS-MKP	SL	1141/1	1141/0-14	13	45.72	1	18.30	0	0.00	60 Kmph
18	JHS-MKP	SL	1316/2	1316/11-1317/2	1	76.20	12	30.48	0	0.00	50 Kmph


 20.1.13
(Sachin Verrma)
Dy. CE/BR/HQ



भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
रेलवे बोर्ड Railway Board

सं. 2012/CEDO/SR/09

New Delhi, Dated 01.12.2012

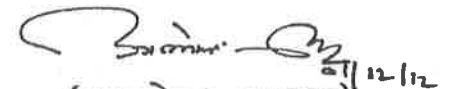
The General Manager,
South Central Railway,
Secunderabad.

विषय : Running of "Broad Gauge Bogie Covered Fly Ash/Cement Wagon Type BCFC" having maximum axle load of 22.32t (CC+6+2t) to RDSO Drg. no. WD-0754-S-02 Alt.-1, upto maximum speed of 65kmph & 60kmph in empty and loaded conditions respectively, provisionally over South Central Railway.

संदर्भ : S.C. Railway's letter no. W.438/BCBFG/Vol.I, dated 13.07.2012.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Covered Fly Ash/Cement Wagon Type BCFC" having maximum axle load of 22.32t (CC+6+2t) to RDSO Drg. no. WD-0754-S-02 Alt.-1, upto maximum speed of 65kmph & 60kmph in empty and loaded conditions respectively or at sectional speed, whichever is less; provisionally over South Central Railway, subject to terms and conditions as given in RDSO's Provisional Speed Certificate and South Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments as under :

"Report should be sent to CCRS after one year of its (BCFC wagon) operation on Railway."


(आलोक कुमार)


कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SR/09

New Delhi, Dated 01.12.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.18011/01/2012-TW, dated 21.07.11.
2. General Manager, All Indian Railways (except South Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Freight, Railway Board, New Delhi.


(आलोक कुमार)

कृते सचिव, रेलवे बोर्ड