

NORTH CENTRAL RAILWAY

Head quarter's office,  
Engineering Department,  
Allahabad.

No. 355-W/One Time Movement/Multipurpose Tamping Machine/NCR/Bridge, Dt 29.10.2012

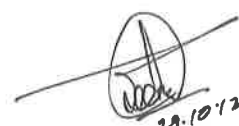
CPTM

**Sub:- One time movement of Multipurpose Machine Model-Unimat Split Head MFI, manufactured by M/s Plasser, India from Faridabad to Agra Cant over PWL-AGC section at a maximum speed of 45 kmph when running on its own power as well as when running in train formation as a dead vehicle.**

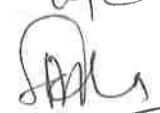
Based on RDSO provisional speed certificate No. TM/HM/11/30/MFI, dated 15.10.2012, the competent authority (PCE, CME & CEE) has permitted One Time Movement of Multi Purpose Machine Model-Unimat Split Head MFI, manufactured by M/s Plasser, India from Faridabad to Agra Cant over PWL-AGC section at a maximum speed of 45 kmph when running on its own power as well as when running in train formation as a dead vehicle. Copy of Certificate for One Time Movement, Track and Bridge certificate enclosed.

This is for information, necessary action and to circulate concerning deptt please.

DA: As above

  
21.10.12  
(Sachin Verma)  
Dy CE/Bridge/HQ

Copy to: CE/TMC for kind information and n/a please.

o/c  
  
Sachin Verma

**NORTH CENTRAL RAILWAY**  
**CERTIFICATE FOR ONE TIME MOVEMENT**  
 (No C9 /Multi Purpose Machine/NCR/2012)

Based on RDSO provisional speed Certificate No. TM/HM/11/30/MFI, dated 15.10.2012, certified that Multi Purpose Tamping Machine Model-Unimat Split Head MFI, manufactured by M/s Plasser, India having maximum axle load of 15.75t is safe for **ONE TIME MOVEMENT** to run at a maximum speed of 45 kmph when running on its own power as well as when running in train formation as a dead vehicle over Palwal – Agra Cantt. Section of North Central Railway, subject to the following conditions:

- (i) Observance of all permanent and temporary speed restrictions already in force/or those that may be imposed from time to time on various accounts.
- (ii) Observance of all the conditions as stipulated in the RDSO provisional speed certificate No. TM/HM/11/30/MFI, dated 15.10.2012 along with concomitant Track, Bridge and Joint Safety Certificate.
- (iii) Speed restriction of 15 kmph shall be imposed on Diamond Crossings as laid down in IRSOD, 2004 when vehicle running on its own power. No. speed restriction on main line route at Points & Crossing is required. Speed restriction on Turn Out side of Points and Crossing (on geometrical consideration and not due to wheel diameter of 730mm/710mm) will be applicable as per provision in IRPWM-2004.
- (iv) For the machine when running in train formation, a speed restriction of 15 mkph shall be imposed on Diamond Crossings as laid down in IRSOD, 2004. No speed restriction on main line route at Points & Crossing is required. Speed restriction on Turn Out side of Points and Crossing (on geometrical consideration and not due to wheel diameter of 730mm/710mm) will be applicable as per provision in IRPWM-2004.
- (v) Acceleration and de-acceleration of machine should be avoided when negotiating diamond crossings.
- (vi) Railway shall ensure the safe operation of the machine in train formation keeping the dimensions in order such as proper height of buffers and couplers and to run within prescribed speed limit of 45 kmph in train formation.
- (vii) When the machine is being moved either on its own power or hauled in a train formation, it shall be ensured that all the protruding parts are withdrawn and suitably locked.

  
 Chief Mechanical Engineer

  
 Chief Electrical Engineer

  
 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 'One time movement of Multipurpose Tamping Machine Model-Unimat Split Head MFI, manufactured by M/s Plasser, India at a maximum speed of 45 Kmph when running on its own power as well as when running in train formation as a dead vehicle' 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. TM/HM/11/30/MFI dt. 15.10.2012 for tracks is fulfilled.

Line	Section		Kms		Rails		Sleepers		Ballast cushion (in mm) Total/Clean	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			
UP	PWL	AGC	1479.40	1343.27	52Kg, 90UTS	1995	PSC-5	84-85	M+7	45	150

Countersigned

*(S.N. Agrawal)*  
CTE

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

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

Based on RDSO's provisional speed certificate No. TM/HM/11/30/MFI dated 15.10.2012, certified that bridges on the 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 One time movement of Multipurpose Tamping Machine Model-Unimat Split Head MFI, up to the maximum speed indicated against the sections, subject to all 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		
1.	Palwal	Agra Cantt.	UP	1479.40	1343..27	100% BGML	45 Kmph

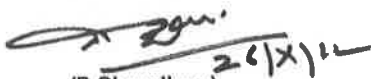
Sub structure of all the bridges on the sections given above are in satisfactory condition and are safe for One time movement of Multipurpose Tamping Machine Model-Unimat Split Head MFI, up to the proposed speeds conforming to the provisions of revised IRS Bridge Sub structure and Foundation code-1985.

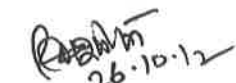
This clearance is subject to the following parameters of Multipurpose Tamping Machine -

1.	Maximum axle load	15.75t
2.	Maximum Bracking Force at Rail Level per Axle	0.475t
3.	Maximum Tractive Effort	6.72t
4.	Maximum CG height from Rail Level	1200 mm.

In train formation, the specific restrictions are applicable as mentioned in the relevent speed certificates of hauling single/multiple locomotives issued by R.D.S.O.

Countersigned

  
(B. Chowdhary)  
Chief Bridge Engineer

  
26.10.12  
XEN/Bridge/HQ

FROM:

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CI-PS/PCE

~~PCE~~

CTE

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

New Delhi, dated 23.11.2006.

No. 92/CEDO/SR/4/0/Pt.I

The General Managers,  
All Indian Railways.

The General Manager  
Metro Railway,  
Kolkata.

The Director General,  
RDSO, Lucknow.

The Managing Director,  
Konkan Railway Corporation Limited,  
Navi Mumbai.

OTD.  
Pl. pro to all GMs.

23/11  
M.T.

~~CEA~~

PCE

DCI - all PHODS  
& DRMS.

Subject:- Revision of Policy Circular No. 6 - Para 6 and Appendix I & 2.

Board (ME, MT, ML & MM) have approved the revision of Para No. 6 & Appendix I & 2 of Policy Circular No. 6, earlier circulated vide Railway Board letter No. 92/CEDO/SR/4/0/Pt. dated 23.12.1999 as Engineering Standing Order No. 13

In supersession of the existing para, the revised Para No. 6 and Appendix I & 2 of Policy Circular No. 6 to be substituted in the existing Engineering Standing Order No. 13 is enclosed.

This is for your information and necessary action.

DA: As above (4 pages)

(T. GUPTA)

Executive Director Civil Engg(G)

Copy to:-

Sr. PPS to CRB, ME, MT, ML, MM, FC, MS Secretary for kind information of CRB, ME, MT, ML, MM, FC, MS & Secretary.

CCRS/ Lucknow for kind information.

Director/INICEN/Pune for kind information.

pl discuss with the earlier circular - what been modified now

This is saving imp. that arrangement

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24/11

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23/11/2006

2.5 MOVEMENT OF NEWLY DESIGNED ROLLING STOCK

2.6.1 The maximum permissible speed for the limited purpose of moving newly designed rolling stock from the manufacturer's works/docks to destination or to the testing point or from the destination/testing point back to manufacturer's works shall be determined and certified by Executive Director (Motive Power) in consultation with Executive Director Standards (Civil) (Track) and Executive Director (Bridges & Structures) and other concerned directorates. The speed for this purpose shall not be higher than the provisional speed mentioned in para 2.1.2. The maximum permissible speed prescribed by the Research Designs & Standards Organisation will be subject to approval by the Chief Engineer and Chief Mechanical Engineer and Chief Electrical Engineer in case of electrical and other rolling stock on electrified sections of the Zonal Railways concerned, who will ensure that the track and bridges and OHE in the sections concerned are suitable for the new stock at the speed permitted. In such cases no formal approval of the Commissioner of Railway Safety is essential. However, in case it becomes necessary to move the vehicle attached to a passenger carrying train, the sanction of the Commissioner of Railway Safety shall be taken.

2.6.2 If, however, a new rolling stock infringes the schedule of maximum moving dimensions or axle loads are more than that permitted on the section, the condonation of the Railway Board for infringements and of Commissioner of Railway Safety for higher axle loads shall be obtained.

2.6.3 Single movement of any other rolling stock, not covered by Para 2.6.1, may be permitted by the Commissioner of Railway Safety under approved special instructions on obtaining safety certificates from the Railway.

3. SANCTIONING SPEED FOR TESTS ON NEW ROLLING STOCK

3.1 For carrying out tests on new rolling stock where speeds in excess of the provisional/final maximum permissible speed will be attained, the Executive Director Standards (Motive Power) will determine and certify in consultation with Executive Director Standards (Civil) (Track) and Executive Director (Bridges & Structures) the increments of test speeds from the provisional/final maximum permissible speed and also the maximum test speed, on the basis of the design features and data and other information furnished by the Head of the Mechanical Design Directorate concerned, alongwith the particulars of track and bridges. The Zonal Railway Administration shall obtain the permission of the