

Dy CE/Br
To circulate for info
31/8/10

NORTH CENTRAL RAILWAY

Headquarters' Office
Engineering Department,
Allahabad.

NO 355-W/Raising of speed (MNQ-FKD)// ALD Division

Date: 31.08.2010.

Chief Operations Manager, North Central Railway, Allahabad.
Chief Mechanical Engineer, North Central Railway, Allahabad.
Chief Electrical Engineer, North Central Railway, Allahabad.
Chief Signal & Telecom Engineer, North Central Railway, Allahabad.
Chief Safety Officer, North Central Railway, Allahabad.
Chief Track Engineer, North Central Railway, Allahabad.
Divisional Railway Manager, North Central Railway, Allahabad.

Sub:-Raising of maximum permissible speed in Mainpuri (MNQ) – Farrukhabad (FKD) single line non electrified section from km 1259.83 to km 1318.26 of ALD division of North Central Railway from 35 kmph to 60 kmph.

Based on Joint Safety Certificate signed by all concerned and having inspected Mainpuri – Farrukhabad single line non electrified section of Allahabad division on 31.08.2010 at maximum permissible speed of 60 kmph and having satisfied myself about track, bridges, signals, etc. in satisfactory condition, I, under the power delegated to me in accordance with para 6.1 (a) (iii) of revised Policy Circular No.6 as amended vide Railway Board's letter No. 52/CEDO/SR/4/O/Pt-1 dated 09/12.07.2010, hereby sanction raising of maximum permissible speed of Mainpuri – Farrukhabad section (km 1259.83 to km 1318.26) from 35 kmph to 60 kmph, subject to the following conditions/stipulations:-

1. Observance of all temporary and permanent speed restrictions in force or those that may be imposed from time to time due to Track, Bridges, Signaling & Interlocking, etc.
2. All BG diesel locomotives (single and in multiple unit) and rolling stocks presently plying on the section are permitted to run at their respective permissible speed or the maximum permissible speed now permitted, whichever is less.
3. *Speed restriction of 50 kmph at facing points of turnouts on main line at various stations due to standard -I interlocking.*

D.D. Dewangan
31/8/10
(D.D. DEWANGAN)
Principal Chief Engineer

etc

Copy to:- (i) CRS/N.E. Circle, Lucknow for kind information
(ii) Secretary to GM for kind information to GM.


NORTH CENTRAL RAILWAY
JOINT SAFETY CERTIFICATE
No 56/BG/ Speed Raising/MNQ-FKD/ALD Div./NCR/2010

Certified that it is safe to raise maximum sectional speed of Mainpuri (MNQ) – Farrukhabad (FKD) section (km 1259.83 to km 1318.26) of ALD Division from 35 kmph to 60 kmph for all classes of Diesel Engines and rolling stock based on details provided in the enclosed track details, bridge details and S&T, 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, signaling and interlocking etc.

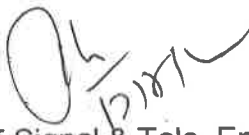
Section	Line	Km		Existing sectional speed (kmph)	Proposed sectional speed (kmph)
		From	To		
MNQ-FKD	SL	1259.83	1318.26	35	60


16/8/10

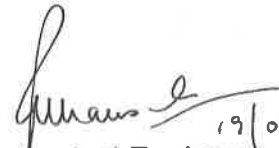
Chief Track Engineer


19/8/10

Chief Operations Manager


12/8/10

Chief Signal & Tele. Engineer


19/08/10

Chief Mechanical Engineer

TRACK SAFETY CERTIFICATE

1	DIVISION	Farrukhabad
2	SECTION	Mainpuri - Farrukhabad Section Km 1259.83 to Km 1318.26
3	PROPOSAL	Proposal for Maximum permissible speed of 60 kmph in Mainpuri - Farrukhabad Section from Km 1259.83 to Km 1318.26

4 TRACK STRUCTURE

Mainpuri - Farrukhabad Section

1 RAIL		Rail Section	Weight (per mtr.)	Wear	Whether welded or not	Year of rolling	Year of laying
Km							
1259.83	1269.08	52 KG/72	51.99kg	Nil	3 rail panel	1984	2005
1269.08	1276.25	52 KG/72	51.99kg	Nil	3 rail panel	1984	2003
1276.25	1294.00	52 KG/72	51.99kg	Nil	3 rail panel	1984	2005
1294.00	1305.00	52 KG/72	51.99kg	Nil	3 rail panel	1984	2002
1305.00	1312.86	52 KG/72	51.99kg	Nil	3 rail panel	1984	2006
1312.86	1318.26	52 KG/72	51.99kg	Nil	FP	1988	2002

2 SLEEPER		Types	Density	Percentage U/S	Year of laying
Km					
1259.83	1269.08	PSC-52 KG	M+7	Nil	2005
1269.08	1276.25	PSC-52 KG	M+7	Nil	2003
1276.25	1294.00	PSC-52 KG	M+7	Nil	2005
1294.00	1305.00	PSC-52 KG	M+7	Nil	2003
1305.00	1312.86	PSC-52 KG	M+7	Nil	2006
1312.86	1318.26	PSC-52 KG	M+7	Nil	2001

3 BALLAST		Km	Clean (mm)	Caked (mm)
Stone ballast				
	1269.00	1271.00	150	50
	1271.00	1284.00	150	50
	1284.00	1285.00	50	150
	1285.00	1292.00	150	50
	1292.00	1293.00	100	100
	1293.00	1297.00	150	50
	1297.00	1300.00	100	100
	1300.00	1301.00	150	50
	1301.00	1306.00	100	50
	1306.00	1313.00	150	50
	1313.00	1318.00	75	50

4 FORMATION Generally stable and good.

5 Track Recording OMS Run dated Sep 2009 Chart attached

6 Track Condition
It is certified that track structure as given above well maintained subject to the track not being over stressed the higher axle load, rolling stock, higher speed may be permitted as per following proposal.

Type of Proposal	Existing maximum permissible speed as per current WTT	Proposed speed
Proposal for Maximum permissible speed of 60kmph in Mainpuri - Farrukhabad Section from Km 1259.83 to Km 1318.26	35kmph	i) Maximum permissible speed of 60 kmph from Km 1259.83 to Km 1318.26. Further subject to - ii) Observance of all permanent and temporary speed restriction imposed or to be imposed from time to time. iii) And subject to - approval of S&T & mechanical deptt. iv) Subject to the suitability certificate from bridge wing of HQ.

for
Sr. DEN / III / ALD

Countersigned
Sumit
13/8/10
CTE

[Signature]
21.10.09
Sr.DEN / Co / ALD

[Signature]
11/8
DY-CE/TP

CTE

BRIDGE SAFETY CERTIFICATE

1	DIVISION	Allahabad	
2	SECTION	Mainpuri - Farrukhabad Section Km 1259.83 to Km 1318.26	
3	PROPOSAL	Proposal for Maximum permissible speed of 60 kmph in Mainpuri - Farrukhabad Section from Km 1259.83 to Km 1318.26	
4	Certified that sub structure and super structure of all the bridges in the sections are in good condition.		
5	The speed may be increased/heavier rolling stock may be permitted subject to check on the design of the structure and stress being found with in permissible limit.		
	Type of Proposal	Existing maximum permissible speed as per current WTT	Proposed speed
	Proposal for Maximum permissible speed of 60kmph in Mainpuri - Farrukhabad Section from Km 1259.83 to Km 1318.26	35Kmph	i) Maximum permissible speed of 60 kmph from Km 1259.83 to Km 1318.26. Further subject to - ii) Observance of all permanent and temporary speed restriction imposed or to be imposed from time to time. iii) And subject to - approval of S&T & mechanical deptt. iv) Subject to the suitability certificate from bridge wing of HQ.

[Signature]
Sr.DEN / III / ALD

[Signature]
21.6.10
Sr.DEN / co / ALD

Countersigned

[Signature] 13/8/10
Dy CE/Br

[Signature]
CBE 20.8.10

Bridges as certified by dcm
are 56% RBS standard and
are safe for raise the speed
from 35 to 60 kmph

Date 3-Sep-08
 Time 8:19:35
 Railway NLR
 Train No 350
 Up/Dn No
 Tacho No
 Tacho Factor 1650
 Ver (Th) 0.21
 Lat (Th) 0.21
 Transducer Trailing
 RI Blk/Km 5
 No of Section 1

Section Name SKB-FKD
 Start Km 1213
 End Km 1318
 Speed Limit 60 105
 Run Speed 50
 Kilometer Increment
 Electrified No

Dist/Time Ver Peaks/ Lat Peaks/ Events

TIME	V. PEAK	L. PEAK	KM / SPEED
01:15.9			1213, SEC 1 SKB-FKD
00:25.6			1214km, avg speed 47.40
01:23.3			1215km, avg speed 140.73
01:04.0			1216km, avg speed 43.23
00:55.9			1217km, avg speed 56.25
01:01.3			1218km, avg speed 64.38
01:41.4			1219km, avg speed 58.70
00:39.2	0.21		1220km, avg speed 35.49
01:31.2			1221km, avg speed 39.49
00:02.5	0.22		
00:47.9			1222km, avg speed 75.09
00:21.4	0.22		
02:06.3			1223km, avg speed 28.50
00:02.2			1224km, avg speed 1643.84
01:31.0			1225km, avg speed 39.56
01:07.9			1226km, avg speed 52.98
00:59.9			1227km, avg speed 60.14
01:03.9			1228km, avg speed 56.30
01:04.4			1229km, avg speed 55.91
01:43.3			1230km, avg speed 34.84
01:02.0			1231km, avg speed 58.02
01:31.7			1232km, avg speed 39.26
01:29.8			1233km, avg speed 40.08
01:37.0			1234km, avg speed 37.11
01:03.5			1235km, avg speed 56.67
01:01.5			1236km, avg speed 58.52
01:25.2			1237km, avg speed 42.24
02:35.6			1238km, avg speed 23.13
01:17.9			1239km, avg speed 46.20
02:05.0			1240km, avg speed 28.79
00:56.7			1241km, avg speed 63.46
01:02.2	0.29		
01:08.7			1242km, avg speed 52.39
00:58.7			1243km, avg speed 61.28
01:10.6			1244km, avg speed 50.98
00:10.3	0.22		

SKB - MNQ Section

00:47.2
01:04.4
00:55.8
01:13.1
00:37.5
01:02.0
01:03.3
01:00.5
01:00.2
01:02.1
01:03.9
00:59.7
02:17.1
01:09.7

0.54
0.24

01:57.9
02:28.7
02:42.1
01:35.2
02:03.7
01:53.2
01:48.2
01:46.9
01:42.9
02:00.6
01:17.7
01:38.5
01:44.9
01:43.6
01:42.3
02:36.2
02:02.6
02:14.8
02:04.8
01:41.7
02:01.2
01:53.4
01:54.6
01:53.8
01:45.4
02:02.8
01:43.5
01:40.8
02:27.5
02:09.6
02:13.6
01:54.8
01:42.8
01:56.5
01:46.1
01:11.2
01:39.7
01:43.0
01:42.8
01:35.3
01:46.2
02:44.0
01:18.4
02:02.9
01:56.7
01:26.2

1247km, avg speed 55.25
1248km, avg speed 54.26
1249km, avg speed 49.27

1250km, avg speed 58.03
1251km, avg speed 56.85
1252km, avg speed 59.49
1253km, avg speed 59.75
1254km, avg speed 57.95
1255km, avg speed 56.31
1256km, avg speed 60.30
1257km, avg speed 26.26
1258km, avg speed 51.64

1259km, avg speed 30.54
1260km, avg speed 24.20
1261km, avg speed 22.20
1262km, avg speed 37.83
1263km, avg speed 29.11
1264km, avg speed 31.81
1265km, avg speed 33.27
1266km, avg speed 33.69
1267km, avg speed 34.97
1268km, avg speed 29.85
1269km, avg speed 46.31
1270km, avg speed 36.55
1271km, avg speed 34.33
1272km, avg speed 34.76
1273km, avg speed 35.19
1274km, avg speed 23.04
1275km, avg speed 29.35
1276km, avg speed 26.70
1277km, avg speed 28.84
1278km, avg speed 35.41
1279km, avg speed 29.70
1280km, avg speed 31.75
1281km, avg speed 31.42
1282km, avg speed 31.63
1283km, avg speed 34.15
1284km, avg speed 29.32
1285km, avg speed 34.77
1286km, avg speed 35.72
1287km, avg speed 24.41
1288km, avg speed 27.78
1289km, avg speed 26.94
1290km, avg speed 31.36
1291km, avg speed 35.01
1292km, avg speed 30.90
1293km, avg speed 33.92
1294km, avg speed 50.55
1295km, avg speed 36.12
1296km, avg speed 34.94
1297km, avg speed 35.02
1298km, avg speed 37.77
1299km, avg speed 33.90
1300km, avg speed 21.95
1301km, avg speed 45.91
1302km, avg speed 29.29
1303km, avg speed 30.84
1304km, avg speed 41.76

MNQ -
FKD
Section

01:42.1	1305km, avg speed 34.75
01:42.8	1306km, avg speed 34.75
01:07.3	1307km, avg speed 29.27
01:43.9	1308km, avg speed 34.84
02:07.1	1309km, avg speed 28.32
02:02.4	1310km, avg speed 29.41
01:43.0	1311km, avg speed 34.95
02:15.7	1312km, avg speed 26.53
01:45.4	1313km, avg speed 34.15
01:47.4	1314km, avg speed 33.53
01:48.4	1315km, avg speed 33.20
02:09.7	1316km, avg speed 27.75
01:41.0	1317km, avg speed 35.64
01:43.0	1318km, avg speed 34.93

User Stopped Acquisition

Following speed restriction is required to be imposed due to standard of interlocking-

IN UP DIRECTION

Sl No	Section	Location		Speed
		From	To	
1	KOSMA-BHOGAON	1260/13	1260/7	50 KMPH
2	MAINPURI-MOTA	1274/10	1273/16	50 KMPH
3	BHOGAON -NIBKARORI	1284/0	1283/6	50 KMPH
4	MOTA-FARUKKHABAD	1300/3	1299/10	50 KMPH

IN DN DIRECTION

Sl. No.	Section	Location		Speed
		From	To	
1	FARUKKHABAD- MOTA	1298/2	1298/14	50 KMPH
2	NIBKARORI- BHOGAON	1281/15	1282/10	50 KMPH
3	MOTA-MAINPURI	1272/11	1273/6	50 KMPH
4	BHOGAON- KOSMA	1257/13	1259/1	50 KMPH


Sr.DSTE/ALD


Sr.DOM/ALD


Sr. DEN-III/ALD

North Central Railway
उत्तर मध्य रेलवे
Application for Sanction
स्वीकृति हेतु आवेदन-पत्र

DRM's Office
मण्डल रेल प्रबन्धक कार्यालय
N C Rly, Allahabad
उत्तर मध्य रेलवे, इलाहाबाद

No. 342-W/18/Raising Speed on SKB – FKD Section
पत्र सं: . 342-W/18/Raising Speed on SKB – FKD Section

Dated 23 .06.2009
दिनांक: 23 .06.2009

The Commissioner of Railway Safety,
North Eastern Circle,
Hazratganj, Lucknow

रेल संरक्षा आयुक्त,
पूर्वोत्तर परिमण्डल,
हजरतगंज
लखनऊ

Sub: Regarding Raising of Sectional Speed of Mainpuri – Farrukhabad Section from 35KMPH to 60KMPH on Allahabad Division.

विषय: इलाहाबाद मण्डल में मैनपुरी – फर्रुखाबाद सेक्शन में गति सीमा 35 किमी प्रतिघंटा से 60 किमी प्रतिघंटा बढ़ाने के सन्दर्भ में ।

Dear Sir,
महोदय,

1. I, hereby apply for your sanction to “Raising of Sectional Speed of Mainpuri – Farrukhabad Section from 35KMPH to 60KMPH on Allahabad Division” being commenced and opened for the public carriage of passengers when ready.
मै एदतद्वारा ' इलाहाबाद मण्डल में मैनपुरी – फर्रुखाबाद सेक्शन में गति सीमा 35 किमी प्रतिघंटा से 60 किमी प्रतिघंटा बढ़ाने के सन्दर्भ में आपकी स्वीकृति के लिए आवेदन पत्र भेज रहा हूँ । यह कार्य प्रारम्भ किया जा रहा है और पूरा होने पर यात्रियों के सार्वजनिक परिवहन हेतु खोला जायेगा ।

2. With reference to **Chapter VI of the rules for the opening of a Railway**, I beg to enquire whether you wish to inspect the work prior to its opening for the public carriage of passengers, in which case intimation will be given of the date of completion.

रेलवे के खोलने के नियम अध्याय VI के संदर्भ में मैं यह जानना चाहता हूँ कि क्या आप इस कार्य को यात्रियों के परिवहन हेतु खोलेजाने से पहले इसका निरीक्षण करना चाहेंगे, यदि हाँ, तो समापन तिथि की सूचना भेजी जायेगी ।

3. In the event of your deciding not to inspect the work prior to opening the Engineer-in-Charge will, on completion of the work, submit the Safety Certificate duly signed by him, prior to opening of the work for public carriage of passengers and when required, also dispatched a Telegram** to your address intimating that the work has been opened and the Safety Certificate has been signed by him.

यदि आप कार्य को खोलने से पूर्व इसका निरीक्षण न करने का निर्णय करें तो प्रभारी इंजीनियर इस कार्य के आवश्यकता होने पर समापन पर, इसे यात्रियों के सार्वजनिक परिवहन हेतु खोले जाने से पहले विधिवत हस्ताक्षर किया हुआ संरक्षा प्रमाणपत्र भेजेगें और जब अपेक्षित होगा आपके पते पर इस आष्य की सूचना तार ** द्वारा भी भेजी जायेगी कि कार्य को खोल दिया गया है और उन्होंने संरक्षा प्रमाणपत्र पर हस्ताक्षर कर दिया है ।

4. The application for the use locomotives and rolling stocks to be drawn or propelled thereby on the proposed line, in accordance with Section 16(1) of the Indian Railway act,1890 (IX of 1890),in sent herewith/not required.

भारतीय रेल अधिनियम 1890 (1890 का IX) की धारा 16 (1) के अनुसार प्रस्तावित लाइन पर एतदद्वारा चलाये अथवा खींचे जाने वाले इंजन और चल स्टाफ के लिये आवेदन पत्र संलग्न किया जा रहा है, आवश्यक नहीं है ।

5. The following documents are appended:-

निम्नलिखित प्रलेख संलग्न किये जा रहे हैं :

1. Temporary work-

अस्थायी कार्य :

- | | |
|--|----------|
| (a) Drawing of temporary work.- | NIL |
| (क) अस्थायी कार्यों का रेखाचित्र | कुछ नहीं |
| (b) Description of proposed work- | NIL |
| (ख) प्रस्तावित कार्यों का विवरण | कुछ नहीं |
| (c) List of infringements to Schedule of dimensions- | NIL |
| (ग) आयाम अनुसूची के अतिलंघनो की सूची | - |
| (d) List of deviation from the Manuals of instruction for Signalling and Interlocking and Block Signalling.- | NIL |
| (घ) सिगनल और अन्तर्पीषन तथा ब्लाक सिगनल सम्बन्धी अनुदेशों की नियमावलियों से विचलन की सूची | कुछ नहीं |
| (e) List of deviations from General and Subsidiary Rules.- | NIL |
| (ङ) सामान्य और सहायक नियमों से विचलन की सूची | कुछ नहीं |
| (f) Restrictions.- | NIL |
| (च) प्रतिबन्ध | कुछ नहीं |
| (g) Rules for Traffic working.- | NIL |
| (छ) यातायात संचालन के नियम | कुछ नहीं |
| (h) Documents for bridges as per Chapter VII of the rule of the Opening of Railway.- | NIL |
| (ज) नई रेलवे को खोलने के नियमों के अध्याय VII के अनुसार पुलों के लिये प्रलेख | कुछ नहीं |

2. Permanent work:-

स्थायी कार्य

- (a) Drawing of permanent work -
(क) स्थायी कार्यो का रेखाचित्र
(b) Description of proposed work-

Attached

संलग्न

Raising of Sectional Speed of Mainpuri
- Farrukhabad Section from
35KMPH to 60KMPH (Document
attached)

(ख) प्रस्तवित कार्यो का विवरण

संलग्न

NIL

(c) List of infringements to Schedule of dimensions-

कुछ नहीं

(ग) आयाम अनुसूची के अतिलंघनो की सूची

List of deviation from the Manuals of instruction for Signalling and
Interlocking and Block Signalling.-

NIL

(घ) सिगनल और अन्तर्पीषन तथा ब्लाक सिगनल सम्बन्धी अनुदेशो की नियमावलियों से विचलन की
सूची

कुछ नहीं

NIL

List of deviations from General and Subsidiary Rules.-

कुछ नहीं

(ड0) सामान्य और सहायक नियमों से विचलन की सूची

NIL

(d) Restrictions.-

कुछ नहीं

(च) प्रतिबन्ध

(e) Rules for Traffic working.-

(छ) यातायात संचालन के नियम

Documents for bridges as per Chapter VII of the rule of the Opening of
Railway.-

As per document attached

(ज) नई रेलवे को खोलने के नियमों के अध्याय VII के अनुसार पुलों के लिये प्रलेख
आवेदन पत्र के साथ संलग्न

6. Certified that a detailed examination of the strength and arrangement of the material to be used in the temporary/permanent works in above connection, have been made and that the designed and the material to be used are up to the loads, which will be required to carry and that their opening for public carriage of passengers will not be attended with any danger.

प्रमाणित किया जाता है कि उपर्युक्त अस्थायी/स्थायी कार्यो में प्रयुक्त किये जाने वाले सामान की सामर्थ्य और व्यवस्था की विस्तृत जाँच की गयी है और प्रयुक्त किये जाने वाले अभिकल्प और सामग्री उन भारों के अनुरूप है जिनका परिवहन करना होगा और यह कि उन्हे यात्रियों के सार्वजनिक परिवहन हेतु खोलने में किसी प्रकार का खतरा नहीं है ।

Yours Faithfully,

आपका विश्वासपात्र


23.6.09
(S.K. Yadav)

(सुशील कुमार यादव)

Sr. Divisional Engineer /III

वरिष्ठ मण्डल अभियन्ता / तृतीय

NCR/Allahabad

उत्तर मध्य रेलवे इलाहाबाद

D/A: (i) Opening document along with check list for Raising of Sectional Speed of Mainpuri - Farrukhabad Section from 35KMPH to 60KMPH on Allahabad Division
(ii) Section Diagram No. NCR DRM ALD Plan No. 232 / 2008