



दक्षिण रेलवे /Southern Railway

प्रधान कार्यालय /Headquarters Office

यांत्रिक शाखा/Mechanical Branch

चेन्नै/Chennai - 600 003

संख्या/No. M/TP 42/1/BG /130Kmph/MAS-GDR Section

दिनांक/Date: 09.10.2022

SANCTION LETTER FOR RUNNING OF 86Nos. of MAIL/EXPRESS TRAINS WITH LHB RAKE UP TO A MAXIMUM SPEED OF 130 KMPH ON CHENNAI CENTRAL(MAS)- GUDUR(GDR) SECTION OF SOUTHERN RAILWAY

विषय/Sub : Running of 86Nos. of Mail/Express trains hauled by Single WAP7 AC Loco with a maximum Load of 24 LHB coaches up to a maximum speed of 130 Kmph on UP & DN lines of Chennai Central(MAS)- Gudur(GDR) section of Southern Railway.

संदर्भ/Ref : S.Rly. Joint Safety Certificate No. MECH /80 BG Dated. 09.09.2022.

Sanction is hereby accorded for running 86Nos. of Mail/Express trains(as per **Table-1** in the JSC under Reference) hauled by Single WAP7 AC Loco with a maximum load of 24 LHB Coaches consisting of 20 variants of Coaches (as per Table-2 in the JSC under Reference) upto a maximum speed of 130 Kmph on UP & DN lines of Chennai Central(MAS)(Km.0.000) – Gudur(GDR)(Km.134.300) section of this Railway against the maximum speed of 130 Kmph as certified by RDSO in their Speed Certificate No. MC/LHB/COACH Dated 11.12.2020, subject to compliance of Speed Restrictions and Special Conditions as laid down in the JSC No. MECH/80 BG Dated 09.09.2022 and further subject to following conditions:

- Observance of all conditions stipulated in CRS/SBC sanction letter No.Q.19017/19/2020-21/SR/311-312 Dated 11.06.2021 regarding increasing of sectional speed to 130 kmph on MAS – GDR section & Sanction Memorandum No. W368/1/ High Speed/MAS-GDR 130 kmph Dated 05.10.2022 issued by PCE.
- Observation of all conditions as stipulated in Railway Board/CRS/GM Sanctions of LHB Coaches and WAP7 loco as per Table-2 in this JSC.
- Observance of all conditions as per Track, Bridge and OHE certificates to this JSC.
- Observance of all Conditions as stipulated in RDSO Speed Certificate No. MC/LHB/COACH Dated 11.12.2020 and its compliances as laid down in the JSC under Reference.
- Observance of all Permanent Speed Restrictions as per MAS Division WTT and any other Speed Restrictions that may be notified from time to time.

B
GOPINATH
MALLYA

Digitally signed by B
GOPINATH MALLYA
Date: 2022.10.09
12:10:51 +05'30'

**General Manager
Southern Railway**

Copy for information and necessary action to:

1. Chief Commissioner of Railway Safety/ Lucknow
2. CRS / Southern Circle, Bengaluru
3. DG/ RDSO/ Lucknow
4. EDCE/ G/ Railway Board/ New Delhi
5. PCME, PCE, PCOM, PCEE, PCSTE, PCCM, PCSO
6. CBE, CTE

दक्षिण रेलवे

Southern Railway

संयुक्त संरक्षा प्रमाण पत्र संख्या मेक/८० बी.जी. दिनांक ०९.०९.२०२२ (रिवाइज्ड)
JOINT SAFETY CERTIFICATE No. MECH /80 BG Dated 09.09.2022(Revised)

RUNNING OF 86 Nos. of MAIL/EXPRESS TRAINS WITH LHB RAKE UP TO A MAXIMUM SPEED OF 130 KMPH ON CHENNAI CENTRAL(MAS)–GUDUR(GDR) SECTION OF SOUTHERN RAILWAY

Certified that it is safe to run 86 Nos. of Mail/Express trains (as per **Table-1** below) hauled by Single WAP7 AC Loco consisting up to a maximum Load of 24 LHB coaches (as per **Table - 2** below) up to a maximum speed of 130 Kmph on UP & DN lines of Chennai Central (MAS)(Km.0.000) – Gudur (GDR)(Km.134.300) section of this Railway against the maximum speed of 130 Kmph as certified by RDSO in their speed certificate No. MC/LHB/COACH Dated 11.12.2020, subject to the Speed Restrictions and Special Conditions as below.

Table-1		
Sl. No.	Train No.	From - To
1.	12077	MAS-BZA
2.	12078	BZA-MAS
3.	12269	MAS-NZM
4.	12270	NZM-MAS
5.	12295	SMVB-DNR
6.	12296	DNR-SMVB
7.	12389	GAYA-MAS
8.	12390	MAS-GAYA
9.	12433	MAS-NZM
10.	12434	NZM-MAS
11.	12503	BNC-AGTL
12.	12504	AGTL-BNC
13.	12511	GKP-TVC
14.	12512	TVC-GKP
15.	12521	BJU-ERS
16.	12522	ERS-BJU
17.	12551	YPR-KYQ
18.	12552	KYQ-YPR
19.	12577	DBG-MYS
20.	12578	MYS-DBG
21.	12615	MAS-NDLS
22.	12616	NDLS-MAS
23.	12621	MAS-NDLS
24.	12622	NDLS-MAS
25.	12641	CAPE-NZM
26.	12642	NZM-CAPE
27.	12651	MDU-NZM
28.	12652	NZM-MDU
29.	12655	ADI-MAS
30.	12656	MAS-ADI
31.	12663	HWH-TPJ
32.	12664	TPJ-HWH
33.	12665	HWH-CAPE

Table-1		
Sl. No.	Train No.	From - To
34.	12666	CAPE-HWH
35.	12759	TBM-HYB
36.	12760	HYB-TBM
37.	12829	MAS-BBS
38.	12830	BBS-MAS
39.	12851	BSP-MAS
40.	12852	MAS-BSP
41.	12897	PDY-BBS
42.	12898	BBS-PDY
43.	12967	MAS-JP
44.	12968	JP-MAS
45.	12969	CBE- JP
46.	12970	JP- CBE
47.	20481	BGKT-TBM
48.	20482	TBM-BGKT
49.	22535	RMM-MUV
50.	22536	MUV-RMM
51.	15227	YPR-MFP
52.	15228	MFP-YPR
53.	15929	TBM-DBRG
54.	15930	DBRG-TBM
55.	20895	RMM-BBS
56.	20896	BBS-RMM
57.	20973	AII-RMM
58.	20974	RMM-AII
59.	22351	PPTA-YPR
60.	22352	YPR-PPTA
61.	22403	PDY-NDLS
62.	22404	NDLS-PDY
63.	22501	SBC-NTSK
64.	22502	NTSK-SBC
65.	22631	MDU-BKN
66.	22632	BKN-MDU
67.	22807	SRC -MAS
68.	22808	MAS -SRC
69.	22841	SRC-MAS
70.	22842	MAS-SRC
71.	22859	PURI-MAS
72.	22860	MAS-PURI
73.	12375	TBM-JSME
74.	12376	JSME-TBM
75.	22669	ERS-PNBE
76.	22670	PNBE-ERS
77.	18189	TATA-ERS
78.	18190	ERS-TATA
79.	12669	MAS-CPR
80.	12670	CPR-MAS
81.	12839	HWH-MAS

Table-1		
Sl. No.	Train No.	From - To
82.	12840	MAS-HWH
83.	12841	SHM-MAS
84.	12842	MAS-SHM
85.	13351	DHN-ALLP
86.	13352	ALLP-DHN

Table-2				
Sl. No.	Name of Coaches (Maximum axle load 16.25t)	Layout Drg No	RDSO Speed certificate No.	Railway Board/CRS/GM sanction
1.	Executive AC Chair Car (LWFCZAC)	Sk-96077	MC/LHB/Coach Dated 08.04.2015	(i) RB letter No. 2015/CEDO/SR/04 Dated 20.05.2015 (ii) RB letter No. 2015/CEDO/SR/04 Dated 14.08.2015
2.	Second Class AC Chair Car (LWSCZAC)	Sk-96077	MC/LHB/Coach Dated 08.04.2015	(i) RB letter No. 2015/CEDO/SR/04 Dated 20.05.2015 (ii) RB letter No. 2015/CEDO/SR/04 Dated 14.08.2015
3.	AC First Class (LWFAC)	Sk-96077	MC/LHB/Coach Dated 05.06.2014	NR/GM sanction No.519- W/2114//NDLS-LDH/ Track Dated 17.05.2021
4.	AC First cum AC-2 Tier (LWFCWAC)	Sk-96077	MC/LHB/Coach Dated 05.06.2014	RB letter No. 2019/CEDO/SR/18 Dated 17.10.2019
5.	AC First cum AC-2 Tier (LWFCWACA)	WA 90004	SV.FIAT(SC) Dated 12.09.2018, Amendment No.1 Dated 14.08.2019, Amendment No.2 SV.FIAT(SC)/ LWFCWACA/160 Dated 20.03.2020 and Amendment No.3 Dated 28.10.2020	RB letter No. 2019/CEDO/SR/25(2) Dated 14.11.2019 and Railway Board corrigendum letter No.2019/CEDO/SR/25 Dated 09.12.2019
6.	AC 2-Tier Sleeper Coach (LWACCW)	Sk-96077	MC/LHB/COACH Dated 05.06.2014	NR/GM sanction No.519- W/2114//NDLS-LDH/ Track Dated 17.05.2021
7.	AC 3-tier Sleeper Coach (LWACCN)	LE90009	MC/LHB/COACH Dated 20.05.2003 partial Amendment Dated 27.02.2004 & Amendment No.1 Dated 03.07.2015	NR/GM sanction No.519-W/2114//NDLS- LDH/ Track Dated 17.05.2021
8.	AC Hot Buffet Car (LWCBAC)	Sk-96077	MC/LHB/COACH Dated 05.06.2014	NR/GM sanction No.519- W/2114//NDLS-LDH/ Track Dated 17.05.2021
9.	Three Tier Sleeper Coach (LWSCN)	CG-11034	MC/LHB/Coach Dated 14.10.2011	RB letter No. 2011/CEDO/SR/26 Dated 26.06.2019

10.	Three Tier Sleeper coach (LWSCNA)	CSC-1808	SV.FIAT Dated 09.11.2017	RB letter No. 2019/CEDO/SR/24(2) Dated 18.11.2019
11.	Non AC Chair Car coach (LWSCZ)	LJ90004	MC/LHB/Coach Dated 31.03.2011, Amendment No.1 Dated 06.03.2013 & Amendment No.2 Dated 19.07.2016	RB letter No. 2019/CEDO/SR/19 Dated 23.09.2019
12.	Non AC Second class Chair Car (LWSCZA)	LJ90007	SV.FIAT Dated 20.08.2018	RB letter No. 2019/CEDO/SR/23 (2) Dated 18.11.2019
13.	Second Class Non AC Unreserved coach with vestibules (LWS)	LGS/EOG /ASR-9-0-001 Alt.b	SV.FIAT(SC) Dated 07.09.2018 and Amendment No.1 Dated 19.12.2019	RB letter No. 2019/CEDO/SR/03 Dated 12.03.2019
14.	LHB (EOG) Second Class Non AC Chair Car (LS5)	CG 14045	SV.AS.ML Dated 05.10.2015	RB letter No. 2016/CEDO/SR/05 Dated 04.10.2016
15.	Second class Non AC GS coach (LS-5A)	LG 90012	SV.FIAT(SC)/LS5A Dated 04.12.2019, Amendment No. 1 Dated 19.05 2019.	RB letter No. 2020/CEDO/SR/01 Dated 06.02.2020
16.	LHB (EOG) Second Class Cum Luggage & Brake Van (LSLRD)	CSC-1844	SV.FIAT(SC)/LSLRD/130 Dated 23.07.2019.& Amendment No. 1 Dated 20.03.2020	RB letter No. 2019/CEDO/SR/15(2) Dated 28.08.2019
17.	LHB (EOG) High Capacity Parcel Van (LVPH)	CSC-1840 Alt.2	SV.FIAT(SC)/LVPH Dated 28.11.2019.& Amendment No. 1 Dated 23.03.2020	RB letter No. 2019/CEDO/SR/28(1) Dated 16.01.2020
18.	Generator van (LWLRRM)	Sk-96077	MC/LHB/Coach Dated 08.04.2015 and Amendment No. 01 Dated 07.03.2017	(i) RB letter No. 2015/CEDO/SR/05 Dated 20.05.2015 (ii)RB letter No. 2015/CEDO/SR/05 Dated 14.08.2015
19	Three Tier Sleeper coaches LWSCN1	CSC-1808 Alt.2	MC/LHB/Coach Dated 03.11.2017	RB letter No. 2019/CEDO/SR/13 Dated 26.08.2019
20	LHB (EOG) Second Class Non AC Chair Car (LS3)	LG-90012	MC/LHB/COACH (HS) Dated 16.01.2013 Amendments No.1, 2, 3, 4 & 5 Dated 12.03.2013, 31.12.2013, 19.07.2014, 25.08.2014 & 12.12.2014	RB letter No. 2015/CEDO/SR/14 Dated 18.02.2016
21	WAP7	SKEL-4490 Alt.2	EL/3.1.35/4 Dated 13.10.2009 followed by amendment no. 1 dated 12.12.2013.	GM/SCR sanction No. E 221/CRS/Vol. XXIII dated 03.02.2021

(a) गति प्रतिबन्ध /Speed Restrictions:

- i. List of Additional PSRs for the 86 Nos. of trains on account of speed restrictions as per Para 2.1.3 of Amendment No. 1 Dated 12.12.2013 of RDSO Speed certificate EL/3.1.35/4 Dated 13.10.2009 and relevant Para in the RDSO speed certificate of LS3 & LWSCN1 coaches, in addition to the PSRs imposed while increasing the section speed of MAS – GDR to 130 kmph is listed in **Table-A** below. (*- indicate that PSR proposed below on account of sharp curve with existing Geometry and if the PSR on this account is relaxed later, PSR will continue to be in force at 120 kmph on account of RDSO speed certificate)

Table-A					
DOWN Line (MAS – GDR)					
Sl. no	Location		PSR in kmph	Reason	Remarks
1	43/32	44/26	120	Due to Sharp curve >1 deg	Additional PSR as per Para 2.1.3 of Amendment No. 1 Dated 12.12.2013 of RDSO Speed certificate EL/3.1.35/4 Dated 13.10.2009. *- indicates that speed will be restricted to 120 kmph if the PSR on account of curve or formation is relaxed at a later date.
2	51/10	51/20	120	Due to sharp curve >1deg	
3	77/14	78/6	120	Due to sharp curve 2 deg	
4	79/2	79/32	120	Due to sharp curve 2 deg	
5	105/12	105/32	120	Due to Sharp curve >1 deg	
6	125/30	126/14	120	Due to sharp curve >1deg	
7	131/20	131/32	120	Due to sharp curve >1deg	
8*	5/26	6/4	120	Due to sharp curve 1.9 deg	
9*	6/20	6/34	120	Due to Sharp curve 1.6 deg	
10*	14/14	15/26	120	Due to sharp curve 2.1 deg	
11*	20/10	20/30	120	Due to sharp curve 2.1 deg	
12*	33/36	34/18	120	Due to sharp curve 2.1 deg	
13*	40/12	41/16	120	Due to sharp curve 1.9 deg	
14*	45/10	45/28	120	Due to Sharp curve 1.9 deg	
15*	46/16	46/44	120	Due to Sharp curve 2 deg	
16*	58/10	58/30	120	Due to sharp curve 1.9 deg	
17*	60/8	60/36	120	Due to sharp curve 2.1 deg	
18*	82/8	82/28	120	Due to sharp curve 2.1 deg	
19*	90/12	90/36	120	Due to Sharp curve 1.9 deg	
20*	92/4	92/24	120	Due to Sharp curve 1.9 deg	
21*	99/8	99/26	120	Due to sharp curve 2.2 deg	
22*	100/22	101/14	120	Due to sharp curve 2.1deg	
23*	108/22	109/12	120	Due to sharp curve 2 deg	
24*	134/30	135/20	120	Due to sharp curve 2 deg	
Additional PSR on LS3 & LWSCN1 coaches account					
1	77/14	78/6	120	Due to sharp curve 2 deg	Additional PSR on LS3 & LWSCN1 *The speed will be restricted to 120 kmph if the PSR on account of curve or formation is relaxed at a later date.
2	79/2	79/32	120	Due to sharp curve 2 deg	
3*	14/14	15/26	120	Due to sharp curve 2.1 deg	
4*	20/10	20/30	120	Due to sharp curve 2.1 deg	
5*	33/36	34/18	120	Due to sharp curve 2.1 deg	
6*	60/8	60/36	120	Due to sharp curve 2.1 deg	
7*	82/8	82/28	120	Due to sharp curve 2.1 deg	
8*	99/8	99/26	120	Due to sharp curve 2.2 deg	
9*	100/22	101/14	120	Due to sharp curve 2.1deg	
10*	108/22	109/12	120	Due to sharp curve 2 deg	
11*	134/30	135/20	120	Due to sharp curve 2 deg	

UP Line (MAS – GDR)					
Sl. no	Location		PSR in kmph	Reason	Remarks
1	105/29	105/11	120	Due to sharp curve (2 deg)	As per Para 2.1.3 of Amendment No. 1 Dated 12.12.2013 of RDSO Speed certificate EL/3.1.35/4 Dated 13.10.2009. *- indicates that the speed will be restricted to 120 kmph if the PSR on account of curve or formation is relaxed at a later date.
2	90/33	90/13	120	Due to sharp curve (1.8 deg)	
3	51/1	50/27	120	Due to sharp curve (1.3 deg)	
4	6/33	6/19	120	Due to sharp curve (1.5 deg)	
5*	126/13	125/29	120	Due to sharp curve (2.2 deg)	
6*	109/13	108/19	120	Point on (2 deg) curve	
7*	107/11	107/7	120	due to series of reverse curve & compound curves (1.2 deg)	
8*	101/23	100/25	120	Due to sharp curve (2.1 deg)	
9*	99/21	99/7	120	Due to sharp curve (2.1 deg)	
10*	92/33	92/3	120	Due to sharp curve (1.9 deg)	
11*	82/29	82/7	120	Due to weak formation on sharp curve (1.9 deg)	
12*	79/31	79/1	120	Inadequate transition length (2 deg)	
13*	78/3	77/13	120	Due to sharp curve (2 deg)	
14*	60/35	60/7	120	Due to sharp curve (1.9 deg)	
15*	58/25	58/7	120	Due to sharp curve (1.9 deg)	
16*	46/43	46/15	120	Points in similar flexure (1.9 deg)	
17*	45/27	45/9	120	Inadequate TL (1.9 deg)	
18*	44/25	43/31	120	Due to sharp curve (1.9 deg)	
19*	41/15	40/11	120	Point on curve (1.9 deg)	
20*	34/17	33/31	120	Point on curve (on 1.9 deg)	
21*	20/31	20/11	120	Due to weak formation on sharp curve (2deg)	
22*	15/45	14/13	120	Point on curve (2.1 deg)	
23*	6/5	5/25	120	Inadequate transition length (1.7 deg)	
Additional PSR on LS3 & LWSCN1 coaches account					
1	105/29	105/11	120	Due to sharp curve 2 deg	Additional PSR on LS3 & LWSCN1
2*	126/13	125/29	120	Due to sharp curve 2.2 deg	The speed will be restricted to 120 kmph on LS3&LWSCN1 account if the PSR on account of curve or formation is relaxed at a later date.
3*	109/13	108/19	120	Point on 2 degree curve	
4*	101/23	100/25	120	Due to sharp curve 2.1 deg	
5*	99/21	99/7	120	Due to sharp curve 2.1 deg	
6*	79/31	79/1	120	Due to sharp curve 2 deg	
7*	78/3	77/13	120	Due to sharp curve 2 deg	
8*	20/31	20/11	120	Due to sharp curve 2deg	
9*	15/45	14/13	120	Point on curve 2.1 degree	

- ii. As per current WTT of MAS Division.
- iii. Speed restriction as per Sanction memorandum No.W368/1/ High Speed/MAS-GDR 130 kmph Dated 05.10.2022 issued by PCE. The increased section speed will come into force only after inclusion of all the PSRs as approved by CTE as incorporated in the afore sanction memorandum in the WTT of MAS Division and the same to be advised to South Central Railway to include in their WTT pertaining to the GDR station, which will be ensured by Operating Department.
- iv. Any other Temporary Speed Restriction now in force and those which may be imposed from time to time on various accounts.
- v. FIBA is provided to ensure application of brakes in case of **deflation of Air spring** at secondary stage. After isolating of the air connection to deflated Air spring / FIBA of concerned bogie and resetting of FIBA, Loco pilot will ensure that the Speed is restricted to **60 kmph**. (Ref RDSO letter No. SV.AS.ML Dated 30.10.2019)
- vi. In case of **en-route breakage of coil spring of primary stage suspension**, the LHB coach can be permitted to run upto the destination with **escorting TXR staff** at a **restricted speed of upto 95 kmph** maximum, provided each of the following conditions are met. (Ref: RDSO letter No. SV. FIAT Spring Dated 18.08.2022)
 - (a) Only one primary spring is broken and all other coil springs / air springs in primary as well as secondary suspension are in good condition.
 - (b) Only one primary spring coil is broken at a location, which falls within two (2.0) coil turns from top/bottom end. The corresponding rubber pad primary bump stop must be intact and there should not be any physical damage to the primary vertical damper. Further, the control arm lug should be in proper condition.
 - (c) The broken spring is not displaced from its position.
 - (d) The coach is escorted up to destination accompanied with TXR staff, who shall ensure that the broken spring is not displaced from its position & other items of suspension are intact at every halt of the train.

(b) विशेष शर्तें /Special Conditions:

- i. For attachment of LHB coaches other than indicated under **Table-2 in this JSC** or Loco other than **WAP7** in 86 Nos. of Mail/Express Trains proposed for operation at 130 kmph on Up & Dn lines of MAS-GDR section (as per **Table-1 in this JSC**), Route Proving Run at 130 kmph of those newly proposed Coaches/Locos should be conducted and sanction should be taken in terms of ACS-3 to PC-6 issued by Railway Board vide letter No.. No. 2018/CEDE/SR/PC-6/0 Dated 20.09.2022.
- ii. Observance of all conditions stipulated in CRS/SBC sanction letter No.Q.19017/19/2020-21/SR/311-312 Dated 11.06.2021 regarding increasing of sectional speed to 130 kmph on MAS – GDR section.
- iii. Observance of all conditions stipulated in Sanction Memorandum No. W368/1/ High Speed/MAS-GDR 130 kmph Dated 05.10.2022 issued by PCE.
- iv. Observation of all conditions as stipulated in Railway Board/CRS/GM Sanctions of Coaches as per Table-2 in this JSC and WAP7 loco.
- v. Observance of all conditions as per Track, Bridge and OHE certificates to this JSC.
- vi. Observation of all Conditions as stipulated in RDSO Speed Certificate No. MC/LHB/COACH Dated 11.12.2020 and its compliances as below:

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD
1	2.1	Track	<p>RAMA SHANKAR R GAHLOT Digitally signed by RAMA SHANKAR GAHLOT Date: 2022.10.08 20:48:50 +05'30'</p> <p>CTE</p> <p>DESH RATAN GUPTA Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 16:12:33 +05'30'</p> <p>PCE</p>
	2.1.1	The track shall be to a minimum standard of 52 kg (90 UTS) rail laid on PSC sleeper with 1540 No./Km on 250 mm ballast cushion below the sleepers, which may consist of 100mm clean and rest in caked up condition, on compact and stable formation. <i>Compliance: Certified that the specified track structure is available in the section.</i>	
	2.1.2	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, instructions issued by Railway Board 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. <i>Compliance: Suitable speed restrictions are being imposed on the sections where ever the prevailing condition warrants.</i>	
	2.1.3	The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railway Permanent Way Manual, June- 2020. <i>Compliance: The proposed speed of the rolling stocks on curves is considered on the existing provisions of IRPWM-June 2020 / Conditions stipulated in the speed certificates of the rolling stocks concerned</i>	
	2.1.4	The welds shall be protected by joggled fish plates as per provisions of USFD Manual and AT welding manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per provision of Indian Railways Permanent Way Manual, June-2020. In addition, wherever condition warrants on account of corrosion on rail/weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating/ joggled fish plating. <i>Compliance: Joggled fish plating of welds and fish plating of rails are being done as per stipulations of Manuals.</i>	
	2.1.5	Zonal Railway may ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Indian Railways Permanent Way Manual, June-2020 regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination. <i>Compliance: Overdue track renewals and formation are being done as per provisions of IRPWM- June 2020.</i>	
	2.1.6	All the turnouts shall be fixed heel curved switches laid on PSC sleepers layout with CMS crossings. <i>Compliance: The same is available in the section.</i>	
2.1.7	Sleepers on bridges (other than ballasted deck) would be steel channel/ H-Beam/ Composite Sleeper. <i>Compliance: Noted and ensured.</i>		

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD
1 (cont.)	2.6.7	Track maintained to C&M-I, Vol.-I/ as per provision para 607 of Indian Railways Permanent Way Manual, third reprint -2019 standard in this speed certificate shall be considered as track maintained as per provisions of Indian Railways Permanent Way Manual, June -2020, containing track geometry standards under Para 522. <i>Compliance: Noted.</i>	<p>RAMA SHANKAR GAHLOT Digitally signed by RAMA SHANKAR GAHLOT Date: 2022.10.08 20:49:52 +05'30'</p> <p>CTE</p> <p>DESH RATAN GUPTA Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 10:13:22 +05'30'</p> <p>PCE</p>
	2.6.9	Concerned Zonal Railway shall ensure provision of fencing at vulnerable locations on need basis. <i>Compliance: Noted. The vulnerable locations are being reviewed periodically by the team of Divisional officers and provision of fencing on need basis is ensured periodically.</i>	
	2.6.11	The track structure has been specified to standards laid down by Railway Board through letter no. 2014/CE-II/TSC/1 Pt. 1 dated 08/9/2016 for speed above 110 Kmph and up to 130 Kmph. The same has been circulated to all Zonal Railways vide letter no. CT/Tech Mission/ High Speed dated 19.09.2016. The conditions stipulated in the letter shall be followed by Zonal Railway. <i>Compliance: Noted and all the Minimum requirements as per Railway Board letter no. 2014/CE-II/TSC/1 Pt.1 Dated 08/09/2016 for the proposed speed of 130 kmph have been complied.</i>	
	2.6.13	The large no. of peaks greater than 0.25g were recorded during COCR for LVPH, LWS and LWSCNA coaches. Therefore, it should be ensured that suitable action has been taken by Zonal Railways in terms of para 521 (c) (i), 522, 523 (1) of IRPWM-June 2020 and attention of the track to be ensured before operation. <i>Compliance: Peaks greater than 0.25g during the COCR were attended.</i>	
2	2.2	Bridges:	<p>SUMEET SINGHAL Digitally signed by SUMEET SINGHAL Date: 2022.10.08 22:23:37 +05'30'</p> <p>CBE</p> <p>DESH RATAN GUPTA Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 10:14:03 +05'30'</p> <p>PCE</p>
	2.2.1	The clearance refers to bridges "Standard Spans" with standard design of girders, slabs, pipe culverts, piers and abutments, etc. issued by RDSO for BGML, RBG & MBG-1987 standard loadings. However, the bearings of span 76.2 meters (clear) designed for BGML standard loading as per RDSO's Drg. no. BA-11154 should be strengthened by providing two additional anchor bolts. <i>Compliance: None of the existing bridge has the span of 76.2m (clear) in this proposed section.</i>	
	2.2.2	Superstructures and bearings of "Special Spans" (designed and constructed by zonal railways based on site requirements) including all Arches and sub-structures of all bridges (all standard Spans & Special Spans) shall be examined under the directions of the Chief Bridge Engineer concerned and certified safe by him in terms of current Indian Standard Codes with up to- date correction slips. <i>Compliance: All the bridges on the proposed section is checked and is safe for running of proposed rolling stocks.</i>	
	2.2.3	The above clauses have been arrived considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by concerned Chief Bridge Engineer of Zonal Railway. <i>Compliance: Suitable Permanent / Temporary Speed Restrictions are / will be imposed on bridges which are not in satisfactory physical condition, which are/will be incorporated in WTT or in TSR notice.</i>	
	2.2.4	Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable. <i>Compliance: As per track certificate and Bridge certificate.</i>	

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD
3	2.3	<u>Signaling:</u>	SUBBU SELVADURAI <small>Digitally signed by SUBBU SELVADURAI Date: 2022.10.07 13:20:56 +05'30'</small> PCSTE NEENU ITTYERAH <small>Digitally signed by NEENU ITTYERAH Date: 2022.10.07 13:36:48 +05'30'</small> PCOM
	2.3.1	Provisions of GR, SR, IRSOD, SEM & all extant instructions issued from time to time as applicable shall be complied with. <i>Compliance: Noted and complied.</i>	
	2.3.2	In case of operation of train (having these coaches in its composition) / locomotive/rolling stocks having EBD of more than 1 Km and non-provision of second distant signal/ 4 Aspect automatic signalling in the section, action as per A & C no. 09 of SEM Pt-I shall be taken. <i>Compliance (Mechanical): EBD of 24 LHB Coaches (as per Table-2) hauled by single WAP7 loco is within 1.1 km on steepest falling gradient at 130 kmph on MAS-GDR UP and Down lines. Hence Mail/Express Trains as per Table-1 in this JSC can run at the proposed speed of 130 kmph in this section having 4 aspects Automatic block working subject to observation of existing PSRs as per current WTT of MAS-division.</i> <i>Compliance (Signal): MAS is Terminal yard [STD I] & BBO [STD II]-[Excl]GDR Section is provided with 4 Aspect Automatic signalling section[STD III] to suit SEM para 7.8.9 is Noted.</i>	GAUTAM DUTTA <small>Digitally signed by GAUTAM DUTTA Date: 2022.10.07 13:16:59 +05'30'</small> PCME SUBBU SELVADURAI <small>Digitally signed by SUBBU SELVADURAI Date: 2022.10.07 13:30:20 +05'30'</small> PCSTE
4	2.4	<u>Traction Installation</u>	ASHOK KUMAR SIDDHARTHA <small>Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:14:51 +05'30'</small> PCEE
	2.4.1	The 25 KV AC OHE shall have swiveling type Cantilever Assembly having 1000 Kgf (min) tension in the conductors, regulated automatically with a presage. The presage of 50/100 mm is required on the Contact Wire for a maximum span of 72 m, proportionately less for smaller spans. <i>Compliance: The 25 kV AC OHE is provided with swiveling type of cantilever assembly having 1000 kgf(min) tension in the conductors. regulated automatically with a pre-sag of 50/100 mm on the contact wire for a maximum span of 72 m. proportionately less for smaller Spans.</i>	
	2.4.2	In case of locations where 25 kV AC porcelain section insulators are installed on mainline and lies within first 1/10 th and 1/3 rd of the span immediately after the OHE structure and the Runners in the trailing direction, the maximum speed shall be 120 km/h. At all other locations where 25 kV AC porcelain section insulators are installed, the speed shall be limited to 80 km/h. <i>Compliance: No 25 kV AC porcelain section insulators are provided on the main running lines.</i>	

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD																								
4 (Cont.)	2.4.3	<p>It is recommended that the cantilevers in the section should have BFB Steady Arm (RI No. 2390) with 25 mm Drop Bracket Assembly (RI No. 2360) instead of Tubular Steady Arm (RI No. 2520). Bent Steady Arm at overlap locations shall continue.</p> <p><u>Compliance: All the cantilevers have been provided with BFB steady arm (RI no.2390) with 25 mm drop bracket assembly (RI no. 2360) instead of tubular steady arm (RI no. 2520) except the following locations-</u></p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Station</th> <th>Location No.</th> <th>Line Ref.</th> <th>Permitted speed</th> <th>PSR due to Engg.as per page 180 in of WTT no.106 of Chennai division.</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MAS-BBQ</td> <td>1/28</td> <td>DNNEL</td> <td>90 Kmph</td> <td>30 Kmph 0/0-MST 1/17</td> </tr> <tr> <td>2</td> <td>BBQ-KOK</td> <td>2/26,28,60,62</td> <td>DN/L</td> <td>90 Kmph</td> <td>30 Kmph 2/0-2/44</td> </tr> <tr> <td>3</td> <td></td> <td>2/25,27,61,63</td> <td>UP/L</td> <td>90 Kmph</td> <td>30 Kmph 2/43-1/73</td> </tr> </tbody> </table> <p><u>Hence no SR is imposed from TRD side. However, this PSR of 90 kmph on TRD account to be included in the WTT. This remark is in reference to CRS/SBC'S remarks vide Letter No. Q19017/19/2020-21/SR/1880 Dated 29.03.2021, para 3.1 wherein it has been stated that Railway should bring out methodology to ensure imposition of PSR on TRD account if the PSR on track account is deleted in due course.</u></p>	Sl. No.	Station	Location No.	Line Ref.	Permitted speed	PSR due to Engg.as per page 180 in of WTT no.106 of Chennai division.	1	MAS-BBQ	1/28	DNNEL	90 Kmph	30 Kmph 0/0-MST 1/17	2	BBQ-KOK	2/26,28,60,62	DN/L	90 Kmph	30 Kmph 2/0-2/44	3		2/25,27,61,63	UP/L	90 Kmph	30 Kmph 2/43-1/73	<p>ASHOK KUMAR SIDDHARTHA</p> <p>Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:15:33 +05'30'</p> <p>PCEE</p>
Sl. No.	Station	Location No.	Line Ref.	Permitted speed	PSR due to Engg.as per page 180 in of WTT no.106 of Chennai division.																						
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3		2/25,27,61,63	UP/L	90 Kmph	30 Kmph 2/43-1/73																						
	2.4.4	<p>The current collection shall be made through one no. pantograph fit for high speed operation.</p> <p><u>Compliance: Current collection made on 22/23.09.2022 by Sr.DEE/TRD/MAS through one number pantograph fit for high speed operation.</u></p>																									
	2.4.5	<p>In 25 kV AC traction area, the “PCEE” of the Railway shall have to ensure that the minimum height of contact wire and electrical clearances, as stipulated in provisions of Chapter-V and V-A, Electric Traction “Schedule of Dimension of 1676 mm gauge (BG) revised 2004” with latest addendum & corrigendum slips is not violated and strictly followed to ensure its safe running.</p> <p><u>Compliance: Minimum height of contact wire & electrical clearances has been maintained more than those stipulated (Minimum contact wire height of 4.80m, long/short duration clearance of 250/200 mm) in Chapter V-A Electric traction 'Schedule of Dimensions of 1676 mm gauge (BG) revised 2022" in Chennai Central (Km 0.000) - Gudur (Km. 134. 300) on Up and Dn BG section in Chennai Division of Southern Railway.</u></p>																									
	2.4.6	<p>In addition to the above, the “PCEE” of the concerned Railway may impose any temporary speed restriction on the basis of his personal knowledge and experience of the sectional OHE and the field conditions prevailing on the particular section.</p> <p><u>Compliance:Nil</u></p>																									

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD
4 (Cont.).	2.6.2	Attention is also invited to the note on "Preparation of Electrical Equipment of Diesel and Electric Locomotives for high speed operation" circulated with this office letter No. EL/3.3.15/WAM2/Gr.CON dated 24.12.1970 and the locomotive should be attended accordingly. <i>Compliance: Noted</i>	ASHOK KUMAR SIDDHARTHA Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:16:06 +05'30' PCEE
	2.6.4	WAP7 locomotives along with pantograph in locked down condition and surge arresters does not infringe any clause of Chapter IV (C), Chapter V-A and Maximum Moving Dimension 1D of Indian Railway BG Schedule of Dimensions-2004 and its Addendum and Corrigendum Slip (ACS) No. 27. <i>Compliance: Noted</i>	
	2.2.6	Specific restrictions are applicable as mentioned in relevant speed certificates of hauling single/ multiple locomotives issued by RDSO. <i>Compliance(Electrical): Noted and will be complied.</i> <i>Compliance (Track: As per para 2.1.3 of the RDSO's speed certificate No. EL/3/1/35/4 Dated 13.10.2009 and its Amend No.1 Dated 12.12.2013, the speed of the WAP 7 (single) to be restricted to 120 kmph on curves above 1 degree and the same to be ensured. As per para 2.1.3 of the RDSO's speed certificate MC/LHB/ Coach (HS) Amendment No.2 Dated 31.12.2013, the speed of the LS3 coaches to be restricted to 120 kmph on curves of 2 degrees and above and the same to be ensured. As per para 2.1.3 of the RDSO's speed certificate MC/LHB/Coach Dated 03.01.2017, the speed of the LWSCN1 coaches to be restricted to 120 kmph on curves 2 degree and above and the same to be ensured.</i>	ASHOK KUMAR SIDDHARTHA Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:16:31 +05'30' PCEE RAMA SHANKAR GAHLOT Digitally signed by RAMA SHANKAR GAHLOT Date: 2022.10.08 20:51:43 +05'30' CTE DESH RATAN GUPTA Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 10:18:53 +05'30' PCE
5	2.5	Rolling Stock	GAUTAM DUTTA Digitally signed by GAUTAM DUTTA Date: 2022.10.07 20:57:42 +05'30' PCME GAUTAM DUTTA Digitally signed by GAUTAM DUTTA Date: 2022.10.07 13:17:34 +05'30' PCME
	2.5.1	The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station. If the WSP of any coach become defective en-route of any train running up to 140 Kmph with rake composition less or equal to 25 coaches and with maximum brake cylinder pressure of 3.0 kg/cm ² , the train can go up to destination without speed restriction as per RDSO's letter no. MC/LHB/Brake dated 25/29.04.2016. <i>Compliance: Noted.</i>	
	2.5.2	The earthing arrangement on the coaches shall be maintained as per design. <i>Compliance: Noted and will be ensured.</i>	
	2.5.3	The LHB AC/ Non AC (EOG) coaches shall be maintained as per "Maintenance manual for LHB coaches issued by CAMTECH Gwalior with latest amendments. <i>Compliance: Noted. It will be ensured. In BBO, 2 CAMTECH standard Pit Lines of length 24 ICF Coaches/22 LHB Coaches viz. PL1 and PL2 are available. Further 2 Pit lines NL9 & NL10 are under constructions as per CAMTECH design which will take care of Vande Bharat and LHB coaches train. Pit lines for maintaining 24 LHB coaches are available in other coaching depots. Though maximum 24 LHB coaches has been proposed for all the 86 trains, these trains will be running at the existing load for ensuring maintenance according to the Pit lines available at PM/SM depots. Augmentation of load to 24 LHB Coaches will not be considered till such times the PM/SM depots are provided with 24LHB coaches length Pit lines of CAMTECH standard. Maximum load as of now will be restricted according to the length and availability of adequate Pit lines at PM/SM Depot in order to ensure maintenance of all these trains.</i>	
2.5.4	For operation with (LSLRD) coach of 24 LHB (EOG) AC & Non AC coaches, the rake formation is to be maintained in such a way that total maximum demands should not be more than 672 KW (with one Power Car). <i>Compliance: It will be ensued</i>		

Sl.No.	RDSO Para No.	Conditions stipulated in RDSO speed certificate No. MC/LHB/COACH Dated 11.12.2020	Certified by PHOD/HOD
6	2.6.5	Before starting the operation, Principal Chief Mechanical Engineer & Principal Chief Electrical Engineer of the concerned Railway shall certify track worthiness and safety of the Coaching Stock and Locomotive respectively. They shall also ensure proper maintenance of respective rolling stock. <u>Compliance: Noted and will be ensured</u>	<p>GAUTAM DUTTA PCME Digitally signed by GAUTAM DUTTA Date: 2022.10.07 13:17:53 +05'30'</p> <p>ASHOK KUMAR SIDDHARTHA PCEE Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:17:05 +05'30'</p>
7	2.6.3	All type of LHB AC/ Non AC (EOG) coaches and LHB Generator Van do not infringe any clause of "Chapter-IV (A)" of IRSOD (BG) Revised -2004" with latest addendum & corrigendum slip. <u>Compliance: Planning (Engg.) clearance from infringement point of view is accorded for running of 86 Mail/Express trains consisting upto a maximum load of 24 Coaches of 20 variants of LHB Coaches as indicated in Table-1 & 2 of JSC No. MECH/80 BG Dated 09.09.2022 up to a maximum speed of 130Kmph on Chennai Central (MAS) - Gudur (GDR) section of this Railway subject to PSR as per Table-A.</u>	<p>BNS CHALAM CE/P&D Digitally signed by BNS CHALAM Date: 2022.10.08 22:01:25 +05'30'</p>
8	2.6.8	All the level crossings shall be manned with telecommunication facilities & preferably interlocked. <u>Compliance: Noted and complied.</u>	<p>SUBBU SELVADURAI PCSTE Digitally signed by SUBBU SELVADURAI Date: 2022.10.07 13:59:24 +05'30'</p> <p>NEENU ITTYERAH PCOM Digitally signed by NEENU ITTYERAH Date: 2022.09.01 13:21:25 +05'30'</p> <p>DESH RATAN GUPTA PCE Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 10:19:37 +05'30'</p>
9	2.6.6	Para no. 6.1.3 of policy circular no. 6 shall be followed by Zonal Railways for introduction of a passenger train having 24 coaches plus one inspection carriage (LHB or other types). <u>Compliance: Noted and will be complied</u>	
	2.6.10	As per Para 6.1.2 of revised policy circular no.6, dated 31.10.2018, and speed certificate of train for operation in the section shall be as per provision of General Rules 1976- Rule 4.08 1 (a).	
	2.6.12	Every train shall run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions as stipulated in Rule 4.08 (1) (a) of GR-1976. <u>Compliance(Para 2.6.10 & 2.6.12): In terms of correction to GR 4.08 (1) vide Railway Board Gazette notification No.530 Dated 27.07.2022(Railway Board letter No. 2022/Safety(A&R)/19/20 dated 28.07.2022), Para 2.6.12 will be read as - "Every train shall run on the section of the Railway within the limit of speed sanctioned for that section by Special instructions and it will be complied.</u>	
	Special Condition	All conditions as stipulated by CRS/SBC letter No.Q.19017/19/2020-21/SR/311-312 Dated 11.06.2021 and Sanction memorandum No.W368/1/ High Speed/MAS-GDR 130 kmph Dated 05.10.2022 issued by PCE will be strictly complied.	
	2.6.1	All the permanent and temporary speed restrictions in force and those that may be imposed from time to time due to track, bridges, curves, signaling and interlocking etc.	
		<p>SUBBU SELVADURAI PCSTE Digitally signed by SUBBU SELVADURAI Date: 2022.10.07 13:21:15 +05'30'</p> <p>ASHOK KUMAR SIDDHARTHA PCEE Digitally signed by ASHOK KUMAR SIDDHARTHA Date: 2022.10.08 10:18:33 +05'30'</p> <p>NEENU ITTYERAH PCOM Digitally signed by NEENU ITTYERAH Date: 2022.10.07 13:38:00 +05'30'</p> <p>DESH RATAN GUPTA PCE Digitally signed by DESH RATAN GUPTA Date: 2022.10.09 10:16:18 +05'30'</p> <p>GAUTAM DUTTA PCME Digitally signed by GAUTAM DUTTA Date: 2022.10.07 13:18:17 +05'30'</p>	

SUBBU
SELVADURAI

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प्रधान मुख्य सिगनल व दूर संचार इंजीनियर
Principal Chief Signal & Telecom Engineer

NEENU
ITTYERAH

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ITTYERAH
Date: 2022.10.07 13:38:25
+05'30'

प्रधान मुख्य परिचालन प्रबंधक
Principal Chief Operations Manager

ASHOK KUMAR
SIDDHARTHA

Digitally signed by ASHOK
KUMAR SIDDHARTHA
Date: 2022.10.08 10:19:14
+05'30'

प्रधान मुख्य बिजली इंजीनियर
Principal Chief Electrical Engineer

DESH
RATAN
GUPTA

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DESH RATAN
GUPTA
Date: 2022.10.09
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प्रधान मुख्य इंजीनियर
Principal Chief Engineer

GAUTAM
DUTTA

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प्रधान मुख्य यांत्रिक इंजीनियर
Principal Chief Mechanical Engineer