

भारत सरकार **GOVERNMENT OF INDIA**
रेल मंत्रालय **MINISTRY OF RAILWAYS**
(रेलवे बोर्ड **RAILWAY BOARD**)

No.2016/M(C)/137/2 Vol (ii)

Delhi, dated: 14.03.2018

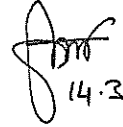
**Chief Commissioner of Railway Safety,
North Eastern Railway,
DRM's Office Campus,
16, Ashok Marg,
Lucknow-223001**

Sub : Running of Tejas on Central Railway.

Ref : (1) Board's letter of even number dated 13.03.2018

(2) CCRS letter No.M.15013/01/2014-TV dated 12.12.2017

Board's letter of even number dated 13.03.2018 regarding running of Tejas trains and other services on Indian Railways was written to CCRS. In this letter reference of CCRS letter No.M.15013/01/2014-TV dated 12.12.2017 was left out inadvertently. CCRS letter No.M.15013/01/2014-TV dated 12.12.2017, be kindly read as reference (3) in this office letter of even no. dated 13.03.2018.



14.3.2018

(Dimpy Garg)
Ex. Dir. Mech. Engg. (Chg.)
Railway Board

No.2016/M(C)/137/2 Vol(ii)

New Delhi dated 13.03.2018

Chief Commissioner of Railway Safety,
North Eastern Railway,
DRM's Office Campus,
16, Ashok Marg,
Lucknow - 226001.

Sub: Running of Tejas train on Central Railway.

Ref: (1) CRS's letter no.Q.15016/01/2017-18-T.W dated 12.07.2017.
(2) AM(ME)/RB's letter no.2016/M(C)/137/2 dated 12.08.2017.

Vide letter under reference, the Commission of Railway Safety has stated that new types of rolling stock were running without proper sanction and the provisions of Rule 28(7) of Railway (Opening of Public Carriage of Passenger) Rules, 2000 and Section 27 of Railways Act, 1989 had been violated.

2. Rule 28(7) of Railway (Opening of Public Carriage of Passenger) Rules, 2000 defines a new type or design of rolling stock as

"Any modification in the coach or rolling stock affecting the salient dimensions or suspension system or running gears and any other modifications including body, seating arrangements and the like irrespective of whether such modifications affect the riding quality of the rolling stock or not, shall also constitute a change in type or design of the rolling stock."

In order to implement the rules, Policy Circular no.6 has been issued in which a new rolling stock is defined as under:

"A new rolling stock in the context of this Circular would mean a stock having different principal dimensions, a different bogie design, new designs of braking system, and/or suspension details like axle load, track loading density, unsprung mass being different. Minor change of equipment design and change of internal/equipment layout on the rolling would not constitute a new rolling stock unless such changes are likely to significantly affect weight distribution, centre of gravity and riding behavior of the rolling stock."

From the definition of new type or design change of rolling stock as given in Rule 28(7) of Railway (Opening of Public Carriage of Passenger) Rules, it is clear that in order for a coach or rolling stock to be considered new or constitute a change in type or design, it is essential that either salient dimensions or suspension system or the running gear should be modified in conjunction with any other modification(s). Thus, change in salient dimensions or suspension system or running gear is basic to constitute a change in type or design of rolling stock. This interpretation of Rule 28(7) of Railway (Opening of Public Carriage of Passenger) Rules is in line with the definition of new rolling stock given in Policy

circular no.6, wherein it is clearly brought out that minor change of equipment design or change or internal/equipment lay-out would not constitute a new rolling stock. Since Policy Circular no.6 was issued for implementation of the Rules, the definition of new rolling stock provided in Policy Circular no.6 is thus not at variance with what was envisaged in the Rules. It is thus imperative that correct interpretation of the rules and definition of rolling stock is being made, as brought out above.

3. Chief Commissioner of Railway Safety vide his letter dated 25.07.2017 had brought that that Tejas trains falls under the category of new rolling stock. This letter was replied to vide AM(ME)/RB's letter under reference no.2 issued with the approval of Board wherein it was clearly indicated that this Ministry differed with the Commission and that there had been no violation of Policy Circular no.6 of Section 27 of Railways Act. A decision whether a stock falls within the ambit of new rolling stock or not rests finally with the Ministry of Railways. The decision of the Ministry with regard to running of Tejas trains has already had been indicated to the Commission.

4. With regard to other trains like Antyodaya and Humsafar, as already been brought out in para no.2, the minor changes do not fall within the ambit of new rolling stock as defined in Policy Circular no.6. For information of the Commission, Antyodaya is a completely unreserved train comprising of GS coaches which in the case of LHB is LS. LS design has already been cleared for running over Indian Railways. Antyodaya trains have some additional passenger amenities which however do not qualify them as new rolling stock. Similarly, Humsafar trains are fully air conditioned 3-Tier services and comprise of ACCN coaches on LHB platform with slight modification in passenger amenities. The salient features of both Antyodaya and Humsafar coaches like braking system, bogie design, salient dimensions, suspension, etc. are exactly the same as of existing GS and ACCN coaches respectively on LHB platform.

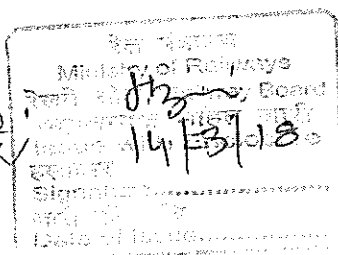
5. Vistadome coaches are essentially AC Chair Car coaches on ICF platform in which wider windows have been provided and additionally certain portions of the roof have been provided with glass patches. The coaches have different passenger amenities as compared to a standard AC Chair Car but the basic design of the coaches remains the same without any change in the braking system, bogie design, salient dimensions, etc. Thus, Vistadome coaches also do not fall within the ambit of definition of a new rolling stock.

6. From the foregoing discussion, it can be seen that none of the services/coaches introduced have resulted in violation of any Section of the Railway Act or Rules formulated in this regard. Correct interpretation of the Rules as discussed in Para 2 will minimize delay in introduction of new services over Indian Railways.

7. This issues with the approval of Board (MRS & CRB).

o/c

कृपया जारी करें
१५/३/१८



13.3.2018

(डिम्पी गर्ग)

का.नि.यां.इं.(कोचिंग)

रेलवे बोर्ड