

GSR 945 (E) THE RAILWAYS (OPENING FOR PUBLIC CARRIAGE OF PASSENGERS) AMENDMENT RULES, 2018.

Rü0-33004/99 Che Gazette of EXTRAORDINARY 9-1m (i) PART 11—Section 3—Sub-section (i) PUBLISHED BY AUTHORITY REGD. NO. D. L.-33004/99 -3India 698] No. 698] 01, 2018/ 9, 1940 NEW DELHI, MONDAY, OCTOBER 01, 2018/ASVINA 9, 1940 1 2018 «TÄT.R. 3TfÄfiAIT, 1989 (1989 24) 28, 29 198 2000 t, 319-TÄ:- 2018 2. 2000 (Rü t); 22 319-TÄ:- "2Ä. ETINT 28 qp4, 3. 28 AR , spa-ft: _ "28. 5740 GI/2018 (1) 2 THE GAZETTE OF INDIA : EXTRAORDINARY [PART 11—SEC. 3(i)] g) q-fr-i-eq g--å 3.ifi-q WRTU1-q7, I EITIFTTI (4) 1964 (5) (oscillation) 3T9_a-q-r q-« 31 Q.IÄT q-@-q-ä--er 3.TQ.TAT nx, 28 3(i)] 28 (ii) q-@-i-eq -O, -sn-?r I (iii) Ä_q- 28 Di--«-qqä (v) 3.T2TAT z-q-tFT (vii) ö4?RT) 3 777? qi.) i------(fr. --(fr. 777?- 4 THE GAZETTE OF INDIA : EXTRAORDINARY 4. ft-q-a-« [PART 11—SEC. 3(i)] (q) QTä_ 3..... (1) qfi, (3) (2) Gz (vii) Ä- (5) 28 3.TtfiÄ -i-& f:a-g 28 •n:üt qr •n:üt 3(i)] 5 130 130 ft;. FT. Afr.IV] 11, Gz 3, •q-€z (i), q-rxrfi. 625(q), 21 2000 qTxr.R. 762(q), 8 2001; qTxr.R. 44(q), 27 qÄq-tr, 2005 qTxr.R. 76(q) 16 2005 MINISTRY OF RAILWAYS (Railway Board) NOTIFICATION New Delhi, the 1st October, 2018 945 (E),---In exercise of the powers conferred by sections 28, 29 and 198 of the Indian Railways Act, 1989 (24 of 1989), the Central Government hereby makes the following rules further to amend the Railways (Opening for Public Carriage of Passengers) Rules, 2000, namely: 1. (1) These rules may be called the Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2018. (2) They shall come into force on the date of their publication in the Official Gazette

2. In the Railways (Opening for Public Carriage of Passengers) Rules, 2000 (hereinafter referred to as the said rules), after rule 22, the following rule shall be inserted, namely: "22A.Deviation from Schedule of Dimensions.—The Commissioner may, under section 28, allow any deviation from the maximum and minimum dimensions of Indian Railways Schedule of Dimensions, subject to any limit specified therein, within the respective circles with such conditions as the Commissioner may impose.

3. For rules 28 of the said rules, the following rules shall be substituted, namely: "28.Infroduction of new types of locomöives or rolling stock or increase in sanctioned maximum speed of existing locomotives or rolling stock.—(1) The Research, Design and Standards Organisation shall apply, for introduction of new types of locomotives or rolling stock different from those already running on any section or division of railway administrations for use by any railway administration, to the Central Government through the Commissioner. Explanation.—For the purposes to this rule, any increase in sanctioned maximum speed of existing locomotives or rolling stock shall be treated as introduction of new types of locomotives or rolling stock. (2) The application under sub-rule (1) shall be accompanied by (a) such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required; (b) provisional speed certificate or final speed certificate, as the case may be, issued by the Research, Design and Standards Organisation; and (c) the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned. (3) The application shall be scrutinised by the Commissioner and his recommendations thereon shall be submitted to the Central Government for its orders. (4) No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government has been received through the Commissioner for doing so. 6 THE GAZETTE OF INDIA : EXTRAORDINARY [PART 11—SEC. 3(i)] (5) The Commissioner may, for permitting new designs of locomotives, require oscillation trials to be conducted and call for the records for his scrutiny. (6) A rolling stock having different principal dimension or a different bogie design or new designs of braking system or suspension details like axle load, track loading density, unsprung mass being different shall be regarded as new rolling stock: Provided that any minor change of equipment design or change of internal equipment layout on the rolling stock or minor change of axle load or minor change of track loading density or minor change in unsprung mass shall not be regarded as new rolling stock, unless such changes are likely to significantly affect weight distribution, center of gravity or riding behaviour of the rolling stock: Provided further that any modification in the design of the

coach which alters the system of operation and control over the rolling stock, like change in the braking system or change in the principle of traction shall be regarded as a material modification in the type and design of the rolling stock. (7) In case of any difference of opinion in the Research, Design and Standards Organisation, whether or not any change or modification is to be regarded as a new rolling stock, the Research, Design and Standards Organisation shall, through the Commissioner, refer the matter to the Central Government for final decision thereon. 28A. Use of new types of locomotives or rolling stock by railway The General Manager of a Government railway may sanction the use of any locomotive or rolling stock already introduced on Indian railway by the Central Government under the provisions of rule 28, on any section or division of railway under his control: Provided that the railway administration other than the Government railway shall require the approval of the Central Government through the Commissioner for use of any locomotive or rolling stock already introduced on Indian railway by the Central Government under the provisions of rule 28, on any section of railway under its control. (2) The proposal for sanction of the General Manager of a Government railway under sub-rule (1) shall be accompanied by (i) such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required; (ii) the provisional speed certificate or final speed certificate, as the case may be, issued by the Research, Design and Standards Organisation; (iii) the sanction of the Central Government for introduction of the locomotives or rolling stock or increase in sanctioned maximum speed of existing locomotives or rolling stock under rule 28; (iv) the calculations and stress sheets showing (a) the conclusions arrived at; (b) the external forces on which the stress calculations are based; (c) the stresses which will be produced in the various bridges over which the proposed rolling stock will run; and (d) the effects which the said rolling stock will have on various structures or tracks as compared with those caused by the rolling stock already in use, or allowed by the existing Government orders: Provided that the calculations and stress sheets under this clause must show as to what allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included; (v) the cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems; (vi) an approximate estimate of the cost of such improvements in existing structures or track as the use of the proposed rolling stock is likely to render necessary on the concerned railway, whether immediately or in the near future; and (vii) a certificate signed by the Chief Engineer, the Chief Mechanical Engineer and the Chief Electrical Engineer (for electric stock) of the concerned railway in the following proforma, namely: CERTIFICATE Certified that it is safe to run ----- (particulars of locomotive or rolling stock proposed to run) not exceeding -----units (in the case of locomotive) coupled together on the section ----- (station) to - (station) from -----(km) to - -----(km) of the ----- Railway at a maximum speed of----- --(km/h) against a maximum speed of -----(km/h) certified by Research, Design and Standards Organisation, subject to the following speed restrictions and conditions: (a) Speed restrictions: 3(i)] No. 7 From km to Nature of speed restriction (b) Special Conditions To be signed by 1. The Chief Mechanical Engineer.. ..

3. The Chief Electrical Engineer.. ..

5. The Chief Operating Manager.. ... Brief Reason for restriction 2. The Chief Engineer.....

4. The Chief Signalling and Telecommunications Engineer..... Note 1. The Chief Operating Manager and the Chief Signalling and Telecommunications Engineer should be associated when the increase in the speed of a locomotive or rolling stock is contemplated over the maximum sanctioned speed for a specific category of train (passenger or goods) over a particular section of the railway. Note 2. Over the railways where both the shop maintenance and open line maintenance of electric locos and electrical multiple unit rolling stock are under the control of the electrical department only, the Chief Electrical Engineer, otherwise the Chief Mechanical Engineer shall also sign. Note 3.— When Motive power with chopper control is to be used, the Chief Electrical Engineer and the Chief Signalling and Telecommunication Engineer shall sign this certificate. (3) The Certificate referred to in clause vii) of sub-rule (2) shall indicate (a) clearly that the speed certified does not exceed the limits laid down by the Research, Designs and Standard Organisation; and (b) specifically the maximum number of motive power units proposed to be coupled together for multiple operation. (4) The General Manager of the Government railway shall communicate the sanction to the Commissioner for his information ten days in advance of the actual use of locomotive or rolling stock over the railway. (5) The provisions of this rule shall, mutatis mutandi, apply

to every proposal of a railway administration other than Government railway for seeking approval of the Central Government through the Commissioner, for the use of any locomotive or rolling stock already introduced on Indian railway by the Central Government under the provisions of rule 28, on any section of railway under its control. 28B. Introduction of new passenger carrying trains or change in speed of existing passenger carrying trains.— A railway administration may introduce a new passenger carrying train or allow any change in speed of existing passenger carrying train in accordance with the instructions issued by the Central Government in this regard, from time to time: Provided that a railway administration shall require the approval of the Central Government through the Commissioner, at the first introduction of a new passenger carrying train above 130 kilometer per hour or first increase in speed of existing passenger carrying train above 130 kilometer per hour in a section of such railway. [F.NO. 70/WDO/ORI/RO/1 Vol.IV] M. K. GUPTA, Member Engineering and ex officio Secy. Note: The principal rules were published in the Gazette of India, Extraordinary, Part 11, Section 3, (i), vide notification number G.S.R. 625(E), dated the 21 st July, 2000 and subsequently amended vide notification numbers G.S.R. 762(E), dated the 8th October, 2001; G.S.R. 44(E), dated the 27th January, 2005 and G.S.R. 76(E), dated the 16th February, 2005. Uploaded by Dte. of Printing at Government of India Press, Ring Road, Mayapuri, New Delhi-110064 and Published by the Controller of Publications, Delhi- 110054. Digitally signed ALOK by ALOK KUMAR Date: 2018.10.05 KUMAR +0530'

