

**GOVERNMENT OF INDIA  
RAILWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:133  
ANSWERED ON:24.02.2000  
APPLICATION OF TECHNICAL PARAMETER  
PRAKASH YASHWANT AMBEDKAR

**Will the Minister of RAILWAYS be pleased to state:**

- (a) the Technical Parameter applied on Indian Railways to give operational speed certificate to its rolling stock on broad gauge route;
- (b) whether there is any different parameters for different types of rolling stock on same route/track;
- (c) if so, the details thereof and the reasons therefor;
- (d) the parameters in which 140 MT cranes falls, to get operational speed certificate from Safety Commissioner in accordance with Sec. 27 of Indian Railway Act, 1989;
- (e) whether the Safety Commissioner issued clearance certificate for cranes acquired through 1984-85 and 1997-98 contract in accordance with the parameter and Sec. 27 of Indian Railway Act, 1989; and
- (f) if so, the details thereof ?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

( )  
(SHRI DIGVIJAY SINGH)

- (a) During detailed oscillation trials, the new rolling stock should meet the required criteria at speeds 10% higher than the speed at which the speed certificate is issued.
- (b) & (c) The procedure for issuing final speed certificate is same for all kinds of rolling stock. However, parameters to be measured and acceptable criteria are different for different rolling stocks like coaches, wagons, locomotives, cranes etc. The acceptance criteria are different because performance expected from different rolling stocks are not same e.g. stability is important for stocks which don't carry passenger while stability and comfort both are important for stocks which carry passenger etc.
- (d) The acceptance criteria for 140 MT cranes fall within the acceptance criteria laid down for 'Breakdown Cranes'.
- (e) & (f) The first time introduction of a crane of a new design on a Zonal Railway needs the sanction of Railway Board on the recommendation of Commissioner of Railway Safety(CRS) through Chief Commissioner of Railway Safety (CCRS). For running of the similar cranes on other Zonal Railways, each Railway takes permission from CRS based on Railway Board's sanction and depending on local conditions actually obtaining on the Railways. For cranes acquired through 1984-85 contract, necessary sanctions were issued by the Railway Board for the first crane and the concerned CRS in terms of Sec. 27 of Indian Railways Act, 1989. Interim Certificate to run the cranes received against 1997-98 contract has also been issued. The issue of final speed certificate in terms of Sec. 27 of Indian Railways Act, 1989 for these cranes is under process after completion of a oscillation trials by RDSO.