CE Circular No. 139

Sub:- Different speed restrictions for LHB & non LHB/ICF rakes at same location on curves.

Ref:- (i) IRPWM-2020 ACS no. 10 DATED 07.11.2023) Para 404(2).

(ii) RDSO letter no. SV.FIAT (SC) dated 10.05.2023 addressed to PCME/all Zonal Railways (Copy Enclosed).

As per IRPWM-2020, para: 404(2)- maximum permissible value of Cant deficiency (Cd) has been prescribed as 75 mm, 100 mm and 150 mm for nominated rolling stocks.
Based on permitted values of Cant deficiency (Cd), different speed potential becomes available on curves in same stretch.

As of now, in NWR, both LHB & non LHB/ICF rakes are working, for non LHB/ICF coaches Cant deficiency is 75 mm and for LHB coaches, it is 100 mm as mentioned in letter under reference (ii) and in some LHB coaches provisional cant deficiency (Cd) has been permitted upto 150 mm.

As, different Cd values give different speed potentials for the same curve, this necessitates imposition of different PSRs and thus speed indicator boards on the curve. An issue has been raised recently regarding providing single speed board in context of different speed for different rakes (for different Cd values).

In this connection, it has been decided to calculate PSR as following:

1. Sections having sectional speed upto 110 kmph: Cd to be taken as 75 mm.
2. Sections having sectional speed above 110 kmph: PSR to be calculated using Cd as 75 mm
   (a) If PSR value is coming out to be less than 110 kmph than it's the final PSR value.
   (b) If PSR value is coming out to be more than or equal to 110 kmph than it's to be recalculated using Cd 100mm & adopted accordingly.

It should be implemented only after incorporation of revised PSRs as above, in the Working Time Table, following due procedure.

As only limited number of LHB coaches has been approved with Cant deficiency (Cd) 150 mm, applicability of speed potential with Cant deficiency (Cd) 150 mm will be notified later on.

(No. W/432/0/CE Date: 20.03.2024)

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