CE Circular No. 140

Sub.: Rationalisation of PSRs

Ref.: (1) Para 404 (1) (c) of IRPWM-2020.
(2) IRICEN letter no 151/24303 dated 04.03.2024 on CTE seminar on 22-23.02.2024.

To reduce PSRs, rationalisation of PSRs is required. Rationalisation of PSR is based on following provisions :

1. As per Para 404 (1) (c) of IRPWM "...the calculated cant shall be rounded off in the multiple of 5mm". Actual cant in the field is not in the multiple of 5mm exactly. Adoption of cant in the multiple of 5mm causes reduction in speed potential on the curves. This issue was also deliberated in recent CTE Seminar on 22-23.02.2024 at IRICEN, PA with recommendations for adoption of cant in the multiple of 1mm (item no 4.2).

2. Different type of rolling stocks (Coaching and goods) are running having different permissible limit of cant deficiency. This leads to different speed potential on same type of curves for different type of rolling stocks. In recent past, maximum permissible speed of various sections has been increased and as a consequence of this many additional PSR are imposed. These additional PSRs affect passenger trains only. To avoid multiple type of PSR boards in the section and for ease of operation it would be better to adopt PSR/TSR in multiple of 10Kmph from 100Kmph onwards .For speed restrictions below 100Kmph PSR/TSR will remain as in force. These changes will not affect existing speed potential of Goods trains though will have very minor impact on passenger trains.

3. Therefore following decision has been taken:-
   i) The calculated cant shall be rounded off in the multiple of 1 mm and same shall be maintained. Speed potential shall also be calculated accordingly.
   ii) PSR/TSR from 100 kmph onward will be rounded off in the multiple of 10 Kmph on lower side i.e. 100, 110 & 120 etc. and other PSR/TSR below 100Kmph will be as in force as per G&SR, IRPWM etc.

(No. W/432/0/CE Date: 28.03.2024)

PRAMOD KUMAR JAIN

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