

No.K-14011/21/2009-MRTS
Government of India
Ministry of Urban Development
(MRTS Cell)

211-C, Nirman Bhawan, New Delhi-110108
Dated 17th March, 2011

To

- | | |
|---|--|
| 1. The Managing Director,
Delhi Metro Rail Corporation,
Metro Bhavan, Fire Brigade Lane,
Barakhamba Road,
New Delhi. (FAX No. 23418311) | 2. The Managing Director,
Kolkata Metro Rail Corporation Ltd.,
Munshi Premchand Sarani,
HRBC Office Complex,
Kolkata - 700 021 (FAX No.033-22134342) |
| 3. The Managing Director,
Chennai Metro Rail Ltd.,
11/6. Seethamal Road,
Alwarpet. Chennai - 600 018. | 4. The Managing Director
Bangalore Metro Rail Corporation Ltd.
3rd Floor, BMTcComplex. Shantinagar.
Bangaluru, Karnataka - 560027 |
| 5. The Commissioner,
Mumbai Metropolitan Regional
Development Authority (MMRDA),
Bandar - Kurla Complex,,
Mumbai - 400 051. | 6. The Managing Director,
Hyderabad Metro Rail Ltd.,
Metro Rail Bhavan, Saifabad,
Hyderabad - 500 004.
(FAX No. 0402338-8582) |
| 7. The Managing Director,
Jaipur Metro Rail Corporation Ltd.,
Khanij Bhavan. Behind Ugyog Bhavan.
C-Scheme, JAIPUR - 302005. | |

Subject: Fastening System 336 for Ballast less track.

Sir.

With reference to Railway Board's letters No.98/Proj/DLI/30/1 Vol.II dated 20.1.2011 & 31.12.2010 (copy enclosed) on the subject mentioned above, I am directed to say that In various correspondences, as well as Detailed Project Reports (DPRs) so far, the fastening system for ballastless track used in Delhi Metro Phase-I & Phase-II and also in some other Metro Railways or mentioned in their DPRs has been referred to as "Vossloh 336" which was as per the proposals of DMRC and the approvals given by the Ministry of Railways from 2000 onwards. Ministry of Railways has now clarified that the actual nomenclature of the fastening system is "System 336" or "System DB-336". Since this had been supplied to Delhi Metro by Vossloh Company, it was named "Vossloh 336". For avoidance of any further confusion or doubt, **Ministry of Railways has now clarified that in future, the fastening system should be referred to as "Fastening System 336" and not "Vossloh 336".**

2. It is further emphasised that the "Performance Criteria of Fastening System for Ballastless Track" as circulated by this Ministry vide letter of even no. dated 9.6.2010 continue to be valid and accordingly none of the tender documents or the detailed project reports should refer to the name of any particular fastening system.

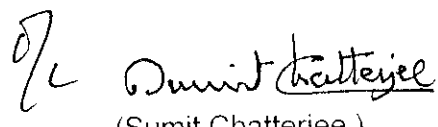
333

: 2 :

3. I am to request you to please note the above contents for information and reporting compliance.

Yours faithfully,

Encl. : As above.

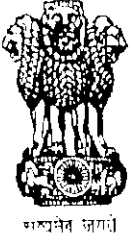


(Sumit Chatterjee)
Deputy Secretary to the Govt. of India
Tele No.23062387
Fax No. 23061102

Copy to : Director/Works (Plg), Railway Board, Ministry of Railways, New Delhi. with reference to letter No. 98/Proj/DLI/30/1 Vol.II dated 31.12.2010.



(Sumit Chatterjee)
Deputy Secretary to the Govt. of India



भारत सरकार
रेल मंत्रालय, (रिलवे बोर्ड)
नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
NEW DELHI-110001

No 98/Proj/DLI/30/1 Vol.II

Dated 20th January, 2011

Officer on Special Duty (MRTS),
Ministry of Urban Development,
Metro Rail Cell, Nirman Bhawan,
New Delhi


Sub: Fastening System 336 for Ballast less used in Delhi Metro.

Ref: Board's letter No. 98/Proj/DLI/30/1 Vol.II dated 31.12.2010.

The undersigned is directed to state that in various correspondences from this Ministry, DMRC, RDSO, other metro railways and also MoUD's letter No. K-14011/34/90-UD-II/MRTS/Metro dated 06.03.2009 etc., the fastening system for ballast less track used in Delhi Metro Phase-I and Phase-II has been referred to as "Vossloh 336". This was as per the proposals of DMRC and the approvals given by Ministry of Railways from 2000 onwards.

From the information received subsequently, including a letter from Company who has supplied this fastening system to DMRC and also the test laboratories at Munich Germany, it has come to light that actually the nomenclature of the fastening system is "System 336" or "System DB-336". Since this had been supplied to Delhi Metro by the Vossloh Company, it was named Vossloh 336. Now, for avoidance of any further confusion or doubt, Delhi Metro has been advised vide this Office letter of even number dated 31 12 2010 (copy attached along with its enclosures) that in future the fastening system should be referred as "Fastening System 336".

This is for your information. You may like to apprise other metro railways suitably.


20/1/11
(P.K. Garg)
Director/Works (Plg)
Railway Board

Encl. As above.

Copy to: Executive Director/Track-II, RDSO, Lucknow.

Act for. with file
20/1



सत्यमेव जयते

No.98/Proj/DLI/30/1 Vol.II

भारत सरकार
रेल मंत्रालय, (रेलवे बोर्ड)
नई दिल्ली-110 009
GOVERNMENT OF INDIA
MINISTRY OF RAILWAY
(RAILWAY BOARD)
NEW DELHI-110001

Dt: 31-12-2010

Director (P&P)
Delhi Metro Rail Corpn.
Metro Bhavan
Firebrigade Lane,
Barakhamba Road,
New Delhi-110001.

Sub: Performance of "Fastening System 336".

Ref: DMRC's letter No. DMRC/20/II-336/2009 dated 27-12-2010.

Your reply does not contain the information as solicited in his office letter of even number dated 12-11-2010, reminded by letter dated 13-12-10.

These letters requested for supplying information about the performance of the "fastening system 336" installed on the ballastless track of DMRC since last more than 7 years. It was expected that information about the technical parameters of the track like gauge, cross level, creep, alignment etc. as normally recorded for any track would be submitted for the period the "fastening system 336" has been in use on DMRC. It was also requested in this letter that the results of tests done on the components of the assembly, done at the time of taking supply of the components or after installation as a matter of abundant precaution, may be submitted. This has not been done.

It has been said in your letter that the information has been supplied in 2004 and again resubmitted in 2009. It would be appreciated that this information is more than 8 years old and can not cover the performance as recorded in track monitoring, for various parameters, from 2004 onwards.

The information requested may kindly be submitted expeditiously.

It may also please be specifically advised as to how many times was it required to adjust toe the load of the elastic clip to compensate for the change in the longitudinal force of the track.

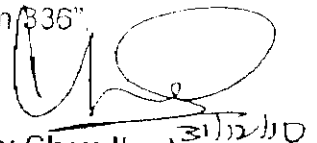
Comment may also please be made about the behavior of the fastening system at the time of distressing of welded track which may have been done in service.

As already requested an expeditious response is appreciated as this information will help RDSO in compiling technical information of fastening systems of various kinds.

From your letter, there appears to be some doubt as regards the nomenclature of the "fastening system 336". It may please be recalled that right from the stage of the initial proposal by DMRC to use this system based on its performance in Berlin Metro etc. and interactions with RDSO from 2000 onwards, the fastening system has been interchangeably called from "system 336" to Vossloh 336 indicating that the "system 336" is a generic one and in the case of DMRC, it was supplied by the Vossloh Company.

It is also mentioned that the records show that even the initial quotation received by M/s IRCON for the fastening system for Phase-I of Delhi Metro labled the Fastening as "System 336". Perhaps for this reason, the test report from Technical University of Munich dated 1-09-2005 attached in your letter No. DMRC/20/II-336/2009 dt 26-6-2010 (and mentioned in para 6 of your letter under reference) indicates a test done on "System 336" supplied by Vossloh Fastening System. Further more, M/s Patil Vossloh Rail System Pvt. Ltd. in their letter dated 12-11-2010 mentions the system to be "System 336", though supplied by Vossloh Company. They have attached certificates from Deutsche Bahn-AG to the effect that the "System 336" was installed on the Berlin Municipal Railway. A copy of this letter is enclosed for your information and record.

It is believed that this clarification will set at rest all doubts/misconception as to the nomenclature of the fastening system used on Delhi Metro since 2002 onwards and for future references if can be safely referred to as "Fastening System 336".



(Rajiv Chaudhry)
Executive Director, Works(Plg.)
Railway Board.

Copy to:

Sh. A.K. Singhal, ED/TK-II, RDSO, Lucknow, for information and necessary actions.



Patil Vossloh Rail Systems Pvt. Ltd.

A joint venture of
 Patil Rail Infra. Pvt. Ltd. and Vossloh Germany,
 The Vossloh Group, Tel: +91 80 32 109999
 Patil Vossloh Rail Systems Pvt. Ltd.
 Hyderabad, India. Website: www.pvrsystems.com
 Patil Vossloh Rail Systems Pvt. Ltd. Bangalore, India. Website: www.pvrsystems.com
 Email: pvrsystems@pvrsystems.com, Web: www.pvrsystems.com

Patil Vossloh Rail Systems Pvt. Ltd.

To,
 Sh. Rajeev Chaudhary,
 Executive Director (Works Planning),
 Ministry of Railways,
 Railway Board,
 Rail Bhawan,
 New Delhi

Date: November 12, 2010

Dear Sir,

*DWP
 SOLMB - SH2
 On case file
 7.12.10
 22/11/10*

As you are aware that a company called Logwell is making tall claims of having experience of supplying System 336. This is completely not true. They have been exposed with the Annexure of letters that are being forwarded to you now.

In Annexure-I, you will see DB issued a certificate to Schwihaag AG informing them that System 336 is performing well. Now Schwihaag has made this letter as basis for claiming to have supplied and have the requisite experience.

You will see in Annexure-II issued by DB again, where they have clearly mentioned for the same section who is the supplier, it is Vossloh company. This clearly exposes how this company is misleading the Metro Authorities by saying that they have supply experience and claiming the experience of Vossloh as theirs. They should be condemned for this forgery and illegal action. Action should be taken against them for doing this illegal act and misleading the public and government at large.

If this company Schwihaag collaborator of Logwell has supplied, they should get the performance certificate, and they should not use others performance certificate and mislead.

Thanking you,

Warm regards,
 Patil Vossloh Rail Systems Pvt. Ltd.

[Signature]
 LS Patil,
 Executive Chairman

On 7.12.10

[Handwritten mark]

Mobility
Networks
Logistics

Deutsche Bahn AG • Caroline-Michaëls-Straße 5-11 • 10115 Berlin

Vossloh Fastening Systems GmbH
Vosslohstraße 4
D - 58791 Werdohl

530 p.4
Minimax - U
SMI/2

Deutsche Bahn AG
Vorstandsstelle Technik,
Systemverbund und Dienstleistungen
Oberbautechnik - VTZ 115
Caroline-Michaelis-Straße 5-11
10115 Berlin
www.deutschebahn.com

☉ 1, 2 bis Nordbf
☐ 6 bis Zinnowitzer Straße

Thomas Maurer
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Zeichen TTZ 115 Ma

26.02.2010

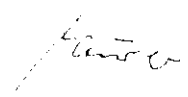
Use of the loarg 336 rail fastening system at Deutsche Bahn AG

Dear Ladies and Gentlemen:

We hereby confirm that the loarg 336 rail fastening system has been approved at Deutsche Bahn AG for axle load of 22,5 t on ballastless track since 1994 and is in use for speed up to 160 km/h.

The loarg 336 rail fastening system was installed on a larger scale in the Berlin S-Bahn (municipal railway), which is subjected to high loading/stress. It is proven successfully under such extraordinary condition also. The loarg 336 rail fastening system installed in Berlin was delivered by Vossloh Fastening Systems GmbH.

Sincerely yours


i.V. Maurer
Deutsche Bahn AG