

North Central Railway								
Div.	ADEN & SSE	Section	FP Drg. No. & Robel clamp ver.	Speed(k mph) Loop/Ma in line	Location/ Chainage	Period (Days)	Performance	Remarks
PRYJ	ALJN & ALJN	ALJN Yd & ALJN/YD-DAQ	RT-5916 (1000mm) & Ver. 13	30 L/L	1327/6	7	Satisfactory	50mm inner plate shift in 12hrs
				30 & 50 M/L	1325/36 (Straight)	3+7	Satisfactory (Concerned official stated while 1 <sup>st</sup> day of trial for speed potential of 50kmph, observed 50mm shifting of inner fishplate, further re-tighten the fishplate in position & completed the trials and subsequently no major shifting is observed)	
	PRYJ & Churk	LUSA Yd Chunar-Chopan Chunar-Chopan	RT-5915 (1000mm) & Ver. 06	30 & 50 (M/L)	1326/19-23	7	Satisfactory	Trials not conducted for speed potential 30 & 50kmph due to non-availability of 52 kg section for Main Line
				30 L/L				
				30 M/L				
				50M/L				
	PRYJ & CAR	CAR Yd DN Line DN Line	RT-5916 (1000mm) & Ver. 13	30 L/L	704/34 (Straight)	7	Satisfactory	
				30 M/L	720/20 (Straight)	3	Satisfactory	
				50M/L	694/4/1 (Curve)	7	Satisfactory	

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DELHI	RPJ & RPJ	RPJ Yd (UMB-LDH)	RT-5916 (1000mm) & Ver. 13	30 L/L (UP)	UP Loop Line No. 1	7	Satisfactory	
				30M/L (UP)	290/15	3		
				50 M/L	290/15	7		
	FDB & FDB	FDB	RT-5916 (1000mm) & Ver. 13	30 & 30	1509/15	7+3	Satisfactory	
				50(M/L)	1509/15	7		
	HNZM & HNZM	LOOP LINE	RT-5915 (1000MM) & Ver. 06	30 L/L (UP)	1530/4	7	Satisfactory	
		NZM-OKA Yard		30 & 50 M/L (UP)	1526/10	3+7		

Codiun Clamps: Summary of Performance Report of Field trials on Zonal Railways

South East Central Railways								
Div.	ADEN & SSE	Section	FP Drg. No. & Codiun clamp ver.	Speed (kmph) Loop/Main line	Location/ Chainage	Period (Days)	Performance	Remarks
BSP	RIG & RIG	RIG (BEF Yd)	RT-5916 (1000mm) & MK-8	30 L/L	602/15	7	Satisfactory	1.While fixing HPRC made gap of 5mm and after that gap was varied from 3-15mm according to temperature variation. 2.While opening the outer nut sometimes inner nut also moves so I recommend to use a normal D spanner (36size) in inner nut while opening outer nut of clamp.
				30 M/L (DN)	602/18-20	3		
				50 M/L (DN)	602/18-20	7		
	CPH & CPH	CPH (CPH Yd) & CPH-NIA	RT-5916 & MK-8	30 KRBA (DN)	665/887	7	Satisfactory	
				30 L/L	665/490	3		
				50 M/L (UP)	666/70	7		
		KRBA (SRBA)	RT-5916 & MK-8	30 L/L(UP)	687/13	12	Satisfactory	Clamps are in the same direction in all the locations i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the fishplate also. But the variation in gaps in the free joints is from 3mm-15mm.
				30 M/L (UP)	688/05	3		
				50 M/L (UP)	688/05	7		
	Central/ BSP & BSP	BSP & BSP-DPH	RT-5916 & MK-8	30 L/L	719/01	7	Satisfactory	1.While fixing HPRC made gap of 6mm and after that gap was varied from 6-13mm according to temperature variation. 2.While opening of outer nut sometimes inner nut also moves to open along with outer nut.
				30 M/L By Pass (UP)	719/25	3		
				50 M/L (DN)	719/26A	7		
	BSP &	KGB Yd &	RT-5916 (1000mm)	30 L/L(UP)	750/17	7	Satisfactory	Clamps re fixed in the running track. The clamps are not in loosen

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KGB	KGB-KLTR	& <b>MK-8</b>	30 M/L (DN)	747/16	3		condition in this trial and no reduction observed in the torque. No movement observed in the fishplate also. But the variation in gaps in the free joints is from 04mm-13mm.
			50 M/L (DN)	747/16	5		
PND & PND	PND Yd & PND-SBRA	RT-5916 & <b>MK-8</b>	30 L/L(UP)	818/31	7	Satisfactory  Satisfactory  (As informed, after re-tighten the trials for speed potential of 50kmph with specified torque and successfully completed the trials of 7 days)	Shifting of FP observed during field application when rails were undergoing expansion and contraction either of fp were displacing from their original position.  After passing of 3 days of application of torque on the bolts were found loose. Hence the fishplate and clamp are refastened with the application of suitable torque-400N-m
			30 M/L (DN)	818/02	3		
			50 M/L (DN)		7		
SDL & APR	APR Yd	RT-5916 (1000mm) & <b>MK-8</b>	30 L/L	869/32	7	Satisfactory	Nut of the Codium clamp got jammed two times during opening after 1 <sup>st</sup> stage and 2 <sup>nd</sup> stage trial, which was attended by HPRC representative.
			30 M/L (UP)	869/07	3		
			50 M/L (DN)	869/26	7		
SDL & SDL	SDL Yd & SDL- NGP	RT-5916 (1000mm) & <b>MK-8</b>	30 L/L	910 /14	7	Satisfactory	Clamps are fixed in the same direction in all the locations i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the fishplates also. But the variation in gap in the free joints is from 03-15mm.
			30 M/L (DN)	906/24	3		
			50 M/L (DN)	909/16 <b>Curve 2<sup>o</sup></b>	7		
MDGR & BJRI	BJRI Yd & HRV-KTMA	RT-5916 (1000mm) & <b>MK-8</b>	30 L/L	916/17	7	Satisfactory	Clamps are fixed in the same direction in all the locations i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the
			30 M/L (DN)	900/10	3		

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MDGR & MDGR	UKR Yd BRND-UKR MDGR-CHRM	RT-5916 (1000mm) & <b>MK-8</b>	50 M/L (DN)	900/10	7	Satisfactory	fishplates also. But the variation in gap in the free joints is from 03-13mm. Clamps are fixed in the same direction in all the locations i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the fishplates also. But the variation in gap in the free joints is from 03-7mm.
			30 L/L	938/4	7		
			30 S/L	926/44 <b>Curve 4.2°</b>	3		
			50 S/L	943/16	7		
BRJN & BRJN	HGR	RT-5916 & <b>MK-8</b>	30 L/L	568/10	7	Satisfactory	
			30 M/L	547/32A	3		
			50 M/L	550/28N	7		
			30 L/L	IB Yd L/L (3 <sup>rd</sup> line)	7		
UMR & UMR	BRJN	RT-5916 & <b>MK-8</b>	30 M/L	525/16A	9	Satisfactory	After getting initial issue in Nut of clamps, firm attended the issue and rectified. Further observed satisfactory 30kmph(L/L), 30 kmph (M/L) and in case of 50kmph a little creep observed inside fishplate & attended by firm & rectified and working further found satisfactory report
			50 M/L (DN)	544/22	14		
			30 L/L	1013/14	7		
			30 M/L (UP)	1016/07	3		
	RPD YD  RPD-JLW  RPD-JLW  RPD-JLW	RT-5916 & <b>MK-8</b>	50 M/L (UP)	1015/27	6	Satisfactory	1. Clamps are fixed in the same direction in all the locations i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the fishplates also. But the variation in gap in the free joints is from 03-7mm. 2. Thread of bolt slightly damaged.
				1016/21	2		

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East Central Railway								
Div	ADEN & SSE	Section	FP Drg. No. & Codiun clamp Ver.	Speed (kmph) Loop/Main line	Location/ Chainage	Period (Days)	Performance	Remarks
SEE	Line/SEE & SEE	HJP Yd & HJP-GWH	RT-5915 & MK-8	30 L/L	266/39	7	Satisfactory	Shifting of fishplate toward traffic direction: (i) 3mm(inner side) & (ii) 5mm(outer side) <b>Suggestions:</b> While opening of inner nut moves during opening of outer nut so additional spanner is required.
				30 M/L (D/N)	4004/HJP <b>Curve-2.1<sup>o</sup></b>	3	Un-satisfactory (As shifting of fishplates & clamps are reported)	Shifting of fishplate toward traffic direction: (i) 12mm(inner side) & (ii) 40 mm(outer side) & Shifting of HPRC Clamp: (i)5mm GWH end(ii) 25 mm HJP end <b>Suggestions:</b> While opening of inner nut moves during opening of outer nut so additional spanner is required.
				50 M/L (D/N)		7		
				30 L/L	266/39	7	Satisfactory	Shifting of fishplate toward traffic direction: (i) 5mm(inner side) & (ii) 7mm(outer side) <b>Suggestions:</b> While opening of inner nut moves during opening of outer nut so additional spanner is required.
			RT-5848 & MK-2	30 M/L (D/N)	4004/HJP <b>Curve-2.1<sup>o</sup></b>	3	Un-satisfactory (As shifting of fishplates & clamps are reported)	Shifting of fishplate toward traffic direction: (i) 25mm(inner side) & (ii) 10 mm(outer side) & Shifting of HPRC Clamp: (i)10mm GWH end(ii) 18 mm HJP end <b>Suggestions:</b> While opening of inner nut moves during opening of outer nut so additional spanner is required.
				50 M/L (D/N)		7		

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DDU	II/DDU & CDMR	DDU-SSM	RT-5916 & <b>MK-8</b>	30 L/L	657/1014	7	Satisfactory	<b>Suggestions:</b> While opening of inner nut moves during opening of outer nut so additional spanner is required.
				30 M/L (DN)	629/22	3		
				50 M/L (DN)		7		
			RT-5849 & <b>MK-8</b>	30 L/L	657/1014 (Straight track)	7	Satisfactory	
				30 M/L (DN)	629/22 (Straight track)	3		
				50 M/L (DN)		7		

South Central Railway

Div	ADEN & SSE	Section	FP Drg. No. & Codiun clamp Ver.	Speed (kmph) Loop/Mai n line	Location/ Chainage	Period (Days)	Performance	Remarks
HYB	MED & MED	AKE Yd (MED)	RT-5551 & <b>MK-8</b>	30 L/L	538/15A	7	Satisfactory	Clamps are fixed in the same direction in all the location i.e. outside of the track. The clamps are not in loosen condition in this trial and no reduction observed in the torque. No movement observed in the fishplates also. But the variation in gap in the free joints is from 6-14mm.
			RT-3714 (60kg) & <b>MK-8</b>		538/15A			
			RT-5848 & <b>MK-2</b>		538/11A			
			RT-5551 & <b>MK-8</b>		538/11A			
		MZL Yd (MED)	RT-5915 & <b>MK-8</b>	30 L/L	548/4			
			RT-5848 & <b>MK-2</b>		548/8			
			RT-5915 & <b>MK-8</b>		548/8			

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SC	East/SC & GT	GT Yd & BG-WP (GT)	RT-3714 (60kg) & <b>MK-8</b>	30 L/L	214/2	7	Satisfactory	<p>1. While fixing HPRC made gap of 5mm and after that gap was varied from 3-16mm according to temperature variation.</p> <p>2. While opening of outer nut sometimes inner nut also moves so I recommend to use a normal D spanner (36size) in inner nut while opening outer nut of clamp.</p>
				30 M/L (DN)	240/28 <b>Curve-3<sup>o</sup></b>	3		
				50 M/L (DN)	240/28 <b>Curve-3<sup>o</sup></b>	7		
				30 L/L	214/2	7		
			RT-5849 & <b>MK-8</b>	30 M/L (DN)	240/28 <b>Curve-3<sup>o</sup></b>	3		
				50 M/L (DN)	240/28 <b>Curve-3<sup>o</sup></b>	7		
				30 L/L	227/7	7		
			RT-3714 (60kg) & <b>MK-8</b>	30 M/L (DN)	227/5 <b>Curve-2.87<sup>o</sup></b>	3		
				50 M/L (DN)	227/5 <b>Curve-2.87<sup>o</sup></b>	7		
				30 L/L	227/7	7		
	VKB & LPI	LPI	RT-5850 & <b>MK-8</b>	30 L/L (UP)	160/41	7	Satisfactory	<p>1. While fixing HPRC made gap of 5mm and after that gap was varied from 3-12mm according to temperature variation.</p> <p>2. While opening of outer nut sometimes inner nut also moves so I recommend to use a normal D spanner (36size) in inner nut while opening outer nut of clamp.</p>
				30 L/L (UP)	160/39	7		
				30 L/L (DN)	140/12	7		
		SKP	RT-5850 & <b>MK-8</b>	30 L/L (DN)	140/10	7		
				30 L/L (DN)	140/10	7		
				30 M/L (UP)	147/17	3		
		NPL-SKP	RT-5851 & <b>MK-8</b>	30 M/L (UP)	147/17	3		
				30 M/L (UP)	147/17	3		
				30 M/L (UP)	147/17	3		
			RT-5849 & <b>MK-8</b>	30 M/L (UP)	147/17	3		

			RT-5851 & <b>MK-8</b>	30 M/L (DN)	147/18	3	Satisfactory	Both clamp fixed in opposite direction, no movement in fishplates detected.
			RT-5849 & <b>MK-8</b>	30 M/L (DN)	147/18	3	Satisfactory	Both clamp fixed in opposite direction, no movement in fishplates detected.
			RT-5851 & <b>MK-8</b>	50 M/L (UP)	147/17	7	Satisfactory	<i>There is movement in fishplate on both side 3 days continuous (inner side 85mm, outer side 35mm), two times rectified in presence of agency, but again after some time there is movement in fishplate, hence in this location also clamp is fixed in opposite direction and movement of fishplates stopped and no problem detected.</i>
			RT-5849 & <b>MK-8</b>	50 M/L (UP)	147/17	7	Satisfactory	
			RT-5851 & <b>MK-8</b>	50 M/L (DN)	147/18	7	Satisfactory	
			RT-5849 & <b>MK-8</b>	50 M/L (DN)	147/18	7	Satisfactory	