

# New transporters to speed up work



A straddle carrier and girder transporter

TIMES NEWS NETWORK

**Ahmedabad:** The National High-Speed Rail Corporation Limited (NHSRCL) will acquire 20 indigenously designed and manufactured full span launching equipment-straddle carrier and girder transporters to expedite the construction of elevated corridor for Mumbai-Ahmedabad High Speed Rail corridor.

The new transporter is the proven technology in metro and similar projects. Work has already begun on 325km (in Gujarat) of 508km corridor between Mumbai and Ahmedabad. More than 97% of land has been acquired for the project in Gujarat and Dadra & Nagar Haveli and 30% land in Maharashtra.

For the construction of vi-

aduct superstructures of 508km long, Mumbai-Ahmedabad High-Speed Rail Project (MAHSR), the state-of-the-art construction methodologies like full span launching methodology (FSLM) will be adopted. This technology will speed up launching girders as the precast girders of full span length will be erected as a single piece for double track viaduct. FSLM is used world over as it is faster than the segment by segment launching method, usually adopted for the construction of viaducts for metro system.

NHSRCL is also preparing detailed project reports for seven high speed rail corridors. With the experience of execution of Mumbai-Ahmedabad High Speed Rail project, the works of other corridors will be faster.

**BULLET TRAIN**

# Rly Min flags off L&T-built 1,100 MT FSLE for Bullet train project

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A-216-wheeled equipment for launching multi-tonne girders for India's first high speed rail project on Mumbai-Ahmedabad corridor is ready to roll. On September 9, Union Railway Minister Ashwini Vaishnaw flagged off the indigenously designed and manufactured 'Full Span Launching Equipment (FSLE) Straddle Carrier and Girder Transporter' to expedite the construction of viaduct for Rs 1.1 lakh crore Mumbai-Ahmedabad Bullet Train project.

This 1,100 metric tonne (MT) FSLE has been manufactured by Larsen & Toubro at Kanchipuram. This massive equipment will expedite the process of launching girders as the precast girders of full span length will be erected as a single piece for double-track viaduct.

Railway officials said the standard precast prestressed concrete (PSC) box girders weigh in the range of 700 to 975MT and span 30, 35 and 45 meters. They will be



The equipment will expedite the process of launching girders

launched using FSLM methodology. The heaviest PSC box girder weighing 975 MT and of 40-meter length will be used for the first time in the construction industry in India.

The first girder is expected to be launched by mid-October and by November this equipment will be used to launch more girders. A total of 20 such launching equipment will be required for the construction of 325 km of viaduct superstructures between Vapi and Ahmedabad in the state of Gujarat.

Union Railway Minister Ashwini Vaishnaw said, "More High Speed Rail proj-

ects are in the pipeline. The Mumbai-Ahmedabad High Speed Rail is expected to create more than 90000 jobs in this area".

India is now coming in the select group of countries like Italy, Norway, Korea, and China which have been designing and manufacturing such equipment. SN Subrahmanyam, CEO and MD, L&T Construction said: "Both these equipment have been entirely designed and developed in-house and customised to specific requirements of the High Speed Rail project."



Full report on  
[www.freepressjournal.in](http://www.freepressjournal.in)

## Straddle carrier, girder transporter to help faster execution of Mumbai-Ahmedabad Bullet Train project

**PNS ■ NEW DELHI**

Seeking to expedite the construction of the ambitious Mumbai-Ahmedabad Bullet Train project, Railway Minister Ashwini Vaishnaw on Thursday launched major heavy and modern mechanical equipments like Straddle carrier and the Girder transporter to help the faster casting of the viaduct.

This will expedite construction of high speed railway, as it is the proven technology in metro and similar projects. Work has already begun on 325 km (in Gujarat state) out of 508 km corridor between Mumbai and Ahmedabad undertaken by the National High Speed Rail Corridor, a unit of Indian Railways.

Vaishnaw said if the nation has to achieve results of 21st century then we have to adopt a mindset of 21st century.

“This Straddle carrier and

the Girder transporter is a very good example of 21st century mindset...” he said during the launch event and mentioned India is now coming in the select group of country like Italy, Norway, Korea, and China which have been designing and manufacturing such equipment.

Straddle carrier equipment is designed to handle the Full Span Precast girders from casting bed to stacking yard and further feeding them to Bridge Gantry for further erection. This is a tyre mounted self-propelled gantry crane having lifting capacity of 1100MT.

Girder Transporter is designed to transport the Full Span precast girders fed by Bridge Gantry to erection location. This is 27 axle tyre mounted self-propelled trolley of carrying capacity of 1100MT.

The other key dignitaries present at the launch ceremony were Miyamoto Shingo,

Minister, Embassy of Japan, Suneet Sharma, Chairman & CEO, Railway Board, Satish Agnihotri, MD, NHSRCL and others.

Addressing the gathering, Vaishnaw stated that to encourage Aatma Nirbhar Bharat Abhiyan initiative, full span launching equipment of 1100MT capacity is indigenously designed.

More than 97 percent land has been acquired for the project in Gujarat and Dadra & Nagar Haveli and 30 percent land in Maharashtra. This project will improve skillset in various rail construction technologies. Japanese counterparts will provide training to National High Speed Rail Corporation Limited employees and also to contractors. More than 6,000 workers are already working at various construction sites for the project, thus creating employment opportunities for the local



youth, informed the Rail Minister.

He further stated that the Mumbai Ahmedabad High Speed Rail project expected to create more than 90,000 jobs in this area including 51,000 jobs for technicians, skilled and unskilled workers. This project will boost the overall economy of the area by deploying 1000s of trucks, dumpers, excavators, batching plants, tunneling equipment and so on.

For the construction of viaduct superstructures of 508 km long, Mumbai-Ahmedabad High-Speed Rail Project (MAHSR), the State-of-the-Art construction methodologies like Full Span Launching Methodology (FSLM) will be adopted. This technology will expedite the process of launching girders as the precast girders of full span length will be erected as a single piece for double track viaduct.

BusinessLine

# L&T builds 1,100-tonne full span launching equipment for high-speed railway project

## OUR BUREAU

Chennai, September 9

To encourage Aatma Nirbhar Bharat Abhiyan initiative, a full span launching equipment of 1,100 tonne capacity was indigenously designed by L&T for a high speed rail project.

Ashwini Vaishnaw, Union Minister for Railways, Communications and Electronics & Information Technology, on Thursday flagged off the L&T-built Full Span Launching Equipment at the company's manufacturing facility in Kanchipuram - 50 km from Chennai - developed for the Mumbai-Ahmedabad High Speed Rail

project. Considering the enormous scale of construction involved in building the 508-km long, Mumbai-Ahmedabad High Speed Rail Corridor project, of which L&T's share is 63 per cent, there is a need to adopt innovative, latest construction techniques and methodologies to hasten the pace of execution. The full span launch equipment comprising first-of-their-kind 'straddle carriers and girder transporters' will transport and erect full span girders as a single piece for the double track. The 40-m long girders weighing 975 tonnes will be the heaviest PSC

box girders to be precast and erected in India's construction industry, says a company release.

## **L&T equipment for rail project flagged off**

LARSENAND TOUBRO (L&T) on Thursday said railway minister Ashwini Vaishnaw flagged off company-built full span launching equipment for high speed rail project. The virtual flag-off was in the presence of National High Speed Rail Corporation managing director SN Subrahmanyam, chief executive officer and managing director of L&T SN Subrahmanyam, among others, L&T said.

# Indigenous equipment to boost high speed rail project

**EXPRESS NEWS SERVICE**  
SURAT, SEPTEMBER 9

UNION RAILWAY Minister Ashwini Vaishnaw on Thursday virtually flagged off indigenously designed and manufactured Full Span Launching Equipment – straddle carrier and Girder transporter – for the construction of Viaduct for the Mumbai-Ahmedabad High Speed Rail Corridor (MAHSRC).

The equipment, with 1,100 metric tonne capacity, was developed by L&T at Kanchipuram, Chennai, from where it was launched for the Surat leg of the bullet train project. L&T has partnered with 55 micro and small-medium enterprises to build this equipment, Vaishnaw said.

A government release stated that the technology of Full Span Launching Methodology (FSLM) will expedite the process of launching girders as the precast girders of full span length will be erected as a single piece for double track viaduct. Twenty such launching equipment will be required for the construction of 325 kilometres of viaduct superstructures between Vapi and Ahmedabad in Gujarat, it said.

Addressing the gathering through video-conferencing, Vaishnaw stated that with this, India is now coming in the select group of countries such as Italy,



The straddle carrier is a tyre mounted self-propelled gantry crane with a capacity of 1,100 MT; (Below) The girder transporter is designed to transport the full span precast girders. Courtesy: NHSRCL



Norway, Korea and China, which have been designing and manufacturing such equipment.

"This project will boost the overall economy of the area by deploying thousands of trucks, dumpers, excavators, batching plants, tunnelling equipment

and so on... The National High Speed Rail Corporation Limited is also preparing detailed project reports for seven high speed rail corridors. With the experience of execution of the Mumbai-Ahmedabad High Speed Rail project, the work on other corri-

dors will be faster," he said.

"If we have to achieve results of 21st century, we have to adopt the mindset of 21st century. This straddle carrier and girder transporter is a very good example of 21st century mindset," the minister added.

The standard precast Pre Stressed Concrete (PSC) Box Girders (weight ranging from 700 to 975 metric tonne) of span 30, 35 and 45 metres will be launched by using FSLM methodology for the high speed corridor. The heaviest PSC box girder weighing 975 MT with 40 metres length will be used for the first time in the construction industry in India for MAHSR project.

The work of bullet train has begun on 325 kilometres in Gujarat, out of the total of 508 kilometres between Ahmedabad and Mumbai, for which over 97 per cent of land has been acquired in Gujarat, and Dadra and Nagar Haveli (Union Territory), while 30 per cent of the land is acquired in Maharashtra.

Miyamoto Shingo, Minister, Embassy of Japan; Suneet Sharma, Chairman & CEO, Railway Board; Satish Agnihotri, MD, NHSRCL; and Anupam Kumar, SN Subrahmanyam, CEO & MD respectively of L&T Constructions, were present.

**WITH PTI INPUTS**



## Rail Corridor project to use indigenous span equipment

**EXPRESS NEWS SERVICE**

@ Chennai

THE 508-km Mumbai-Ahmedabad High Speed Rail Corridor project will use a full span launching equipment indigenously developed at the Kancheepuram plant of Larsen and Toubro (L&T).

The equipment, which will expedite the construction, has been designed using a state-of-the-art finite element analysis software and has met stringent international codes. The machines were also checked for various critical loading cases and were optimised using combinations of different material grades to ensure long and efficient operation, at a minimum operating cost.

“These equipment have been entirely designed and developed in-house and, most perti-

nently, customised to the specific requirements of the project. There are several challenges to build at such speed and scale, but we are committed to take on this mammoth challenge to deliver India’s first high speed rail project in time and with quality,” said S N Subrahmanyam, CEO and Managing Director of L&T.

The launching equipment, which possess a 1,100 MT capacity, was flagged off on Thursday by Ashwini Vaishnaw, Minister for Railways, Communications and Electronics and Information Technology.

Satish Agnihotri, Managing Director of National High Speed Rail Corporation Limited; Miyamoto Shingo, Minister of Economic Section, Embassy of Japan, New Delhi

## Detailed report being prepared for 7 high-speed corridors: Govt

**NEW DELHI, DHNS:** National High-Speed Rail Corporation Limited is preparing detailed project reports for seven high-speed rail corridors, Railway Minister Ashwini Vaishnaw said on Thursday.

With the experience of execution of the Mumbai-Ahmedabad high-speed rail project, the work of other corridors will be faster, the minister said.

He was addressing a gathering after flagging off indigenously designed and manufactured Full Span Launching Equipment-Straddle Carrier and Girder Transporter, to expedite the construction of a viaduct for Mumbai-Ahmedabad high-speed Rail corridor, through video conferencing.

On Mumbai-Ahmedabad High Speed Rail Corridor, which is touted as the first bullet train project of the country, the minister said work has already begun on 325 km (in Gujarat state) out of 508 km corridor between Mumbai & Ahmedabad. More than 97% of the land has been acquired for the project in Gujarat and Dadra & Nagar Haveli and 30% land in Maharashtra.

More than 6,000 workers are already working at various construction sites for the project, thus creating employment opportunities for the local youth. It is estimated that the Mumbai Ahmedabad high-speed rail project will create more than 90,000 jobs in this area, including 51,000 jobs for technicians, skilled and unskilled workers, he said.



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## **Railway ministry flags off L&T-built equipment for high speed rail project**

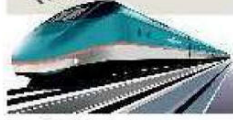
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## नई मशीन से स्पीड पकड़ेगा बुलेट ट्रेन का काम : मंत्री

■ विशेष संवाददाता, नई दिल्ली : बुलेट ट्रेन का काम अब सुपर स्पीड के साथ दौड़ेगा। रेल मंत्री अश्विनी वैष्णव ने गुरुवार को देश में

रेल मंत्री ने देश में बनी दो मशीनों को दिखाई हरी झंडी



ही बनी फुल-स्पैन लॉन्चिंग इक्विपमेंट-स्ट्रेडल कैरियर और गर्डर ट्रांसपोर्टर दो मशीनों को हरी झंडी दिखाई। इस मशीन से इंफ्रास्ट्रक्चर में एक नए युग की शुरुआत होने वाली है। जहां अब तक की मशीनों से एक स्पैन को उठाकर ऊपर रखने में एक हफ्ते का समय लगता था अब इससे यह काम केवल 1 दिन में हो जाएगा। यह

मशीन एक साथ 40 मीटर लंबे स्पैन का उठाकर ऊपर रख सकती है। मुम्बई-अहमदाबाद हाईस्पीड रेल प्रोजेक्ट (एमएचएसआर) के 508 किलोमीटर लंबे मेहरावदार निर्माण का काम किया जा रहा है।

## मुंबई-अहमदाबाद हाईस्पीड रेल प्रोजेक्ट में आएगी तेजी

नई दिल्ली (एसएनबी)। रेल मंत्री अश्विनी वैष्णव ने वृहस्पतिवार को स्वदेश में ही डिजाइन की हुई और निर्मित फुल स्पैन लांचिंग इक्विपमेंट-स्ट्रेडल कैरियर तथा गर्डर ट्रांसपोर्टर को हरी झंडी दिखाकर खाना किया। इन मशीनों से मुंबई-अहमदाबाद

रेल मंत्री ने फुल स्पैन लांचिंग इक्विपमेंट को दिखाई हरी झंडी मशीनों डिजाइन बनाने में भारत चुनिंदा देशों के समूह की ओर अग्रसर

हाईस्पीड रेल गलियारे में मेहरावदार ढांचे के निर्माण में तेजी आएगी। उन्होंने वीडियो कॉन्फ्रेंसिंग के माध्यम से हरी झंडी दिखाने के बाद कार्यक्रम को संबोधित करते हुए कहा कि प्रधानमंत्री के विजन के तहत सरकार भारतीय रेलवे को देश के समावेशी विकास का इंजन बनाने के लिए संकल्पवद्ध है। आज भारतीय रेलवे एक नए आत्मविश्वास के साथ आगे बढ़ रहा है जिसमें आम जन की भावना समाहित है।

मुंबई-अहमदाबाद हाईस्पीड रेल परियोजना (एमएचएसआर) के 508 किलोमीटर लंबे मेहरावदार निर्माण के लिए उत्कृष्ट प्रणाली इस्तेमाल की जा रही है। इस निर्माण में फुल-स्पैन लांचिंग प्रणाली (एफएसएलएम) का उपयोग किया जा रहा है। इस प्रौद्योगिकी के जरिए पहले से तैयार पूरी लंबाई वाले गर्डरों को खड़ा किया जाता है जो बिना जोड़ के पूरे आकार में बने होते हैं। इन्हें दोहरे मेहरावदार ट्रैक के लिये इस्तेमाल किया जाता है। इसकी मदद से निर्माण कार्य में तेजी आती है। एफएसएलएम को दुनिया भर में इस्तेमाल करते हैं जहां मेट्रो प्रणाली के लिए मेहरावदार निर्माण में इससे मदद मिलती है।

## मुंबई-अहमदाबाद हाईस्पीड रेल प्रोजेक्ट में आएगी तेजी

नई दिल्ली (एसएनबी)। रेल मंत्री अश्विनी वैष्णव ने वृहस्पतिवार को स्वदेश में ही डिजाइन की हुई और निर्मित फुल स्पैन लांचिंग इक्विपमेंट-स्ट्रेडल कैरियर तथा गर्डर ट्रांसपोर्टर को हरी झंडी दिखाकर खाना किया। इन मशीनों से मुंबई-अहमदाबाद हाईस्पीड रेल गलियारे में मेहरावदार ढांचे के निर्माण में तेजी आएगी।

उन्होंने वीडियो कॉन्फ्रेंसिंग के माध्यम से हरी झंडी दिखाने के बाद कार्यक्रम को संबोधित करते हुए कहा कि प्रधानमंत्री के विजन के तहत सरकार भारतीय रेलवे को देश के समावेशी विकास का इंजन बनाने के लिए संकल्पबद्ध है। आज भारतीय रेलवे एक नए आत्मविश्वास के साथ आगे



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इसकी मदद से निर्माण कार्य में ते आती है। एफएसएलएम को दुनिया भर में इस्तेमाल करते हैं जहां प्रणाली के लिए मेहरावदार निर्माण में इससे मदद मिलती है।

ऐसी मशीनों के डिजाइन बनाने और उनका निर्माण करने अब भारत भी इटली, नार्वे, कोरिया और चीन जैसे देशों के समूह

वर्द्ध रहा है जिसमें आम जन की भावना समाहित है।

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लांचिंग प्रणाली (एफएसएलएम) का उपयोग किया जा रहा है। इस प्रौद्योगिकी के जरिए पहले से तैयार पूरी लंबाई वाले गर्डरों को खड़ा किया जाता है जो बिना जोड़ के पूरे आकार में बने होते हैं। इन्हें दोहरे मेहरावदार ट्रैक के लिये इस्तेमाल किया जाता है।

शामिल हो गया है। उन्होंने कहा कि आत्मनिर्भर भारत अभियान को बढ़ावा देने के लिए 11 मीट्रिक टन क्षमता वाले एफएसएलएम उपकरणों को स्वदेशी स्तर पर बनाया गया है। इसका डिजाइन भी यहीं तैयार किया गया है।

# आत्मनिर्भर भारत • मेट्रो रूट के लिए 975 मीट्रिक टन वजन वाले 40 मीटर लंबे गार्डर रखने को एलाइंडटी ने बनाई हाईटेक मशीन बुलेट ट्रेन परियोजना के लिए कांचीपुरम में बना 800 टन वजनी लॉन्चर सबसे पहले सूरत आया, बिना क्रेन की मदद से लॉन्च कर देगा गार्डर

ट्रांसपोर्ट रिपोर्ट | सूरत

केंद्रीय रेल मंत्री अश्विनी वैष्णव ने गुरुवार को कांचीपुरम में एलाइंडटी निर्मित फुल स्पान लॉन्चिंग इन्वोकपमेंट को हरी झंडी दिखाई। इस मशीन को अहमदाबाद-मुंबई 508 किमी हाई स्पीड बुलेट ट्रेन परियोजना के लिए बनवाया गया है। यह मशीन सबसे पहले सूरत लाई जाएगी। यह अपनी तरह का पहला स्ट्रैडल कैरियर्स और गार्डर ट्रांसपोर्टर्स से युक्त सिंगल पीस फुल स्पैन लॉन्चर उपकरण है। 975 मीट्रिक टन वजन वाले 40 मीटर लंबे गार्डर को यह लॉन्च करेगी। सतीश अग्निहोत्री, प्रबंध निदेशक, नेशनल हाई स्पीड रेल कॉर्पोरेशन लिमिटेड, मियामातो शिगो, आशिक अनुभाग मंत्री, जापान टूतावासा, नई दिल्ली और एसएन सुब्रह्मण्यम, मुख्य कार्यकारी अधिकारी और प्रबंध निदेशक, एलाइंडटी उपस्थिति में लॉन्चर का वचुंअल फ्लैग ऑफ समारोह हुआ।



गार्डर ट्रांसपोर्टर की खासियत	वजन	गति	टावर	एकसेत
	387 टन	भारत के साथ 5 किमी प्रति घंटे	216	27 और 55 टन



स्ट्रैडल करियर की विशेषता	कुल वजन	गति	टावर
	845 टन	भारत के साथ 1 प्रति घंटे	80

सबसे पहले सूरत में ही मेट्रो रूट के बना रहे फाउंडेशन एनएचएसआरसीएल की एजीएम सूपमा गौड ने बताया कि डबल ट्रैक के लिए स्ट्रैडल कैरियर्स और गार्डर ट्रांसपोर्टर्स स्पैन लॉन्च करेंगे। 975 मीट्रिक टन वजन वाले 40 मीटर लंबे गार्डर देश में ही प्रोकास्ट होने वाले हैं। ये खड़े होने वाले सबसे भारी फीएससी बॉक्स गार्डर होंगे। सबसे पहले इस मशीन को सूरत लाया जाएगा, क्योंकि यहाँ पिलर के लिए फाउंडेशन बनाना जा रहा है।

## रेल मंत्री ने फुल स्पैन लॉन्चिंग इक्विपमेंट को झंडी दिखाकर किया रवाना हाई स्पीड रेल परियोजना के लिए अपनी तरह का पहला स्ट्रैडल कैरियर और गर्डर ट्रांसपोर्टर

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अहमदाबाद. केंद्रीय रेल मंत्री अश्विनी वैष्णव ने चेन्नई से लगभग 50 किमी दूर कांचीपुरम में मुंबई-अहमदाबाद हाई स्पीड रेल परियोजना के लिए विकसित एल एंड टी-निर्मित फुल स्पैन लॉन्चिंग इक्विपमेंट को हरी झंडी दिखाई। वर्चुअल फ्लैग-ऑफ समारोह में



प्रबंध निदेशक, नेशनल हाई स्पीड रेल कॉर्पोरेशन लिमिटेड के प्रबंध निदेशक सतीश अग्निहोत्री, भारत

स्थित जापान दूतावास, के आर्थिक अनुभाग मंत्री, मियामोतो शिंगो सहित अन्य उपस्थित थे। इन दोनों उपकरणों को पूरी तरह से इन-हाउस डिजाइन और विकसित किया गया है। इन्हें हाई स्पीड रेल परियोजना के लिहाज से बनाया गया है। 508 किलोमीटर लंबी, मुंबई-अहमदाबाद हाई स्पीड रेल कॉरिडोर परियोजना को लेकर काम जारी है।

# જમીન સંપાદન પૂરું થતાં સિવિલ કામગીરીનો પ્રારંભ બુલેટ ટ્રેનના સાબરમતી-વટવા રૂટ પર 350 બાંધકામ દૂર કરાશે અસરગ્રસ્તોને નિયમ મુજબ વળતર અથવા પુનર્વસન કરાશે

ઓમકારસિંહ ઠાકુર | અમદાવાદ

અમદાવાદથી મુંબઈ સુધી 508 કિલોમીટરના રૂટ પર નેશનલ હાઈસ્પીડ રેલ કોર્પોરેશન (એનએચએસઆરસીએલ) દ્વારા બુલેટ ટ્રેન પ્રોજેક્ટની કામગીરી શરૂ કરાઈ છે. બુલેટ ટ્રેનના અમદાવાદ સહિત સંપૂર્ણ રૂટ પર ટ્રેકની બન્ને બાજુએ આવતા અડચણરૂપ બાંધકામોને દૂર કરવા માટે સરવે હાથ ધરાયો હતો. સાબરમતીથી વટવા સુધી રૂટની બન્ને બાજુના 350 બાંધકામ દૂર કરાશે. જ્યારે વડોદરા સુધીના રૂટ પર લગભગ 1550 નાના મોટા બાંધકામ, ધાર્મિક સ્થળ કે અન્ય બાંધકામો દૂર કરાશે. બુલેટ ટ્રેનના આ રૂટમાં દૂર કરવામાં આવનારા આ બાંધકામોમાં

## બાંધકામની વેલ્યુ બાદ વળતર નક્કી થશે

બુલેટ ટ્રેનના રૂટ પર આવતા બાંધકામો હટાવ્યા બાદ તેના માલિકોને એનએચએસઆરસીએલ દ્વારા આરએફસીટીએલએઆરઆર એક્ટ 2013ની જોગવાઈ મુજબ વળતર ચૂકવાશે. જેમાં બાંધકામનો પ્રકાર, રેસિડેન્સિયલ કે કોમર્શિયલ, નવું જૂનું, તેની બજાર કિંમત સહિત અન્ય પાસાનો અભ્યાસ કર્યા બાદ બાંધકામની વેલ્યુ નક્કી કરવામાં આવશે.

સાબરમતીથી વટવા સુધી 15 મળી વડોદરા સુધીના રૂટ પર 40 ધાર્મિક સ્થળો અડચણરૂપ હોવાથી દૂર કરાશે. બાંધકામો દૂર કરવા માટે એનએચએસઆરસીએલે બાંધકામ માલિકને સરકારી નિયમ મુજબ પૂરેપૂરું વળતર ચૂકવાશે અથવા માલિક કે ટ્રસ્ટની સ્વીકૃતિ બાદ તેનું અન્યત્ર પુનઃસ્થાપન કરી અપાશે. જમીન સંપાદનની કામગીરી 80 ટકાથી વધુ પૂર્ણ થતા રૂટ પર હવે

સિવિલ કામગીરી શરૂ કરવામાં આવી રહી છે.

અમદાવાદ ઉપરાંત વડોદરા સુધીના રૂટ પર 1550થી વધુ બાંધકામો અડચણરૂપ હોવાથી તેને દૂર કરાશે. જ્યારે વડોદરાથી વાપી સુધીના રૂટ પર પણ કામગીરી લગભગ પૂર્ણ થવા આવી છે અને આ રૂટ પર કુલ એક હજારથી વધુ અડચણરૂપ બાંધકામો દૂર કરવામાં આવે તેવી શક્યતા છે.



# મહાકાય ગર્ડરને સરળતાથી એક જગ્યાએથી બીજી જગ્યાએ ટ્રાન્સપોર્ટ કરી શકાશે બુલેટ ટ્રેન : 975 મે.ટન વજનવાળા ગર્ડર માટે કાંચીપુરમથી સ્પાન લોન્ચિંગ મશીન સુરત લવાશે

ટ્રાન્સપોર્ટ રિપોર્ટર | સુરત

નજીકના દિવસોમાં જ સ્ટ્રેડલ કેરિયર અને ગર્ડર ટ્રાન્સપોર્ટર સાથેનું સ્પાન લોન્ચિંગ મશીન સુરત આવી પહોંચશે. બુલેટ ટ્રેન પ્રોજેક્ટને અનુરૂપ બનાવવામાં આવેલા આ મશીનને સુરત લાવવાની તૈયારી થઈ ચૂકી છે. કેન્દ્રીય રેલવેમંત્રી અશ્વિની વૈષ્ણવે ગુરુવારે વર્ચ્યુઅલ ફ્લેગ ઓફ સમારંભમાં અમદાવાદ-મુંબઈ

508 કિમિ  
હાઈસ્પીડ  
બુલેટ ટ્રેન માટે  
ચેન્નઈથી 50

**શુભ  
સમાચાર**

કિમિ દૂર કાંચીપુરમમાં એલ.એન્ડ.ટી. નિર્મિત સ્પાન લોન્ચિંગ ઈકવિપમેન્ટને લીલી ઝંડી બતાવી હતી. આ મશીન સૌથી પહેલા સુરત લવાશે. આ મશીનને બુલેટ ટ્રેનના સ્પાન લોન્ચ કરવા ડિઝાઈન કરાયું છે. બુલેટ ટ્રેન પ્રોજેક્ટમાં એલ.એન્ડ.ટી.ની 63 ટકા ભાગીદારી છે. આ મશીન દ્વારા ફૂલ સ્પાન ગર્ડરને ટ્રાન્સપોર્ટ અને ઈરેક્ટ કરી શકાશે. બુલેટ ટ્રેન રૂટ માટેના ગર્ડર 975 મેટ્રિક ટન વજનના અને 40 મીટર લાંબા હશે.

બે અલગ અલગ મશીન સંયુક્ત રીતે કહેવાશે સ્પાન લોન્ચિંગ



**ગર્ડર ટ્રાન્સપોર્ટરની વિશેષતાઓ**

વજન | 387 ટન | એક્સેલની સંખ્યા | 27 | ટાયર | 216

ઝડપ | વજન સાથે 5 કિમિ પ્રતિ કલાક  
વજન વગર 10 કિમિ પ્રતિ કલાક.

**મશીનના સ્ટ્રેડલ કેરિયરની ખાસિયત**

વજન | 845 ટન | ટાયરોની સંખ્યા | 80

ઝડપ | 1 કિમિ પ્રતિ કલાક વજન સાથે,  
વજન વગર 2 કિમિ પ્રતિ કલાક

# મુંબઈ-અમદાવાદ હાઈસ્પીડ રેલ કોરિડોર માટે L&Tએ ફૂલ સ્પાન ઇક્વિપમેન્ટ લોન્ચ કર્યું

**40 મીટર** લાંબુ અને 975 મેટ્રીક ટન વજન ધરાવતા સ્પાનને રેલવે મંત્રીએ લીલી ઝંડી આપી

સુરત: કેન્દ્રના રેલવે મંત્રી અશ્વિની વૈષ્ણવે ચેન્નઈથી 50 કિલોમીટર દૂર આવેલા કાંચીકુરમાં એલએન્ડટી દ્વારા નિર્મિત ફૂલ સ્પાન ઇક્વિપમેન્ટને લીલી ઝંડી આપી હતી, જેને મુંબઈ-અમદાવાદ હાઈ સ્પીડ રેલ પ્રોજેક્ટ માટે વિકસાવવામાં આવ્યું છે. વર્ચ્યુઅલ લીલી ઝંડીના આ કાર્યક્રમમાં નેશનલ હાઈ સ્પીડ રેલ કોર્પો. લિ.ના મેનેજિંગ ડાયરેક્ટર સતિષ અગ્નિહોત્રી, નવી દિલ્હીમાં જાપાનના રાજદૂત-ઇકોનોમિક સેક્શન મંત્રી મિયામોતો શિંગો, L&Tના ચીફ એક્ઝિ. ઓફિસર અને એમડી એસ એન સુબ્રમણ્યમ ઉપસ્થિત રહ્યા હતા. 508 કિલોમીટરની લંબાઈ ધરાવતા મુંબઈ-અમદાવાદ હાઈ-સ્પીડ રેલ કોરિડોર પ્રોજેક્ટનું નિર્માણ 63 ટકા હિસ્સા સાથે એલએન્ડટી કરી રહી છે. ફૂલ સ્પાન લોન્ચ ઇક્વિપમેન્ટ પ્રથમ પ્રકારનું સ્ટેડલ કેરિયર્સ અને ગર્ડર ટ્રાન્સપોર્ટસ છે. આ ડબલ ટ્રેક માટે સિંગલ પીસ તરીકે ફૂલ સ્પાન ગર્ડર્સ તરીકે ઊભું કરવામાં આવશે. 40 મીટર લાંબા ગર્ડર્સનું વજન 975 મેટ્રીકટન છે, જે ભારતીય નિર્માણ ઉદ્યોગમાં સૌથી વજનદાર પીએસએક્સ બોક્સ ગર્ડર્સ છે, જેનું પ્રીકાસ્ટ થશે અને પછીથી તેને પીલર તરીકે ઊભું કરાશે.

આ લોન્ચ પર એલએન્ડટીના એમડી સુબ્રમણ્યમે જણાવ્યું હતું કે આ ઉપકરણો સંપૂર્ણપણે ઇન-હાઉસ ડિઝાઇન કરીને વિકસાવવામાં આવ્યાં છે



## ફૂલ સ્પાન ઇક્વિપમેન્ટ શું છે ?

આ ઉપકરણ એટલે કે સ્પાનની ડિઝાઇન આંતરરાષ્ટ્રી સ્તરના ડિઝાઇન ધારાધોરણો જાળવીને ઇન-હાઉસ ફૂલ-સ્કેલ મોડલ્સ વિકસાવીને અદ્યતન ફિનાઇટ એલીમેન્ટ એનાલીસિસ સોફ્ટવેરનો ઉપયોગ કરીને તૈયાર કરવામાં આવી છે. લોન્ચ થયેલું ગર્ડર કર્વ ટ્રેક્સ અને વિવિધ ગ્રેડિયન્ટ માટે અનુકૂળ છે. મશીનો અતિ મિકેનાઇઝ્ડ, વર્લ્ડ ક્લાસ અને સૌથી વિશ્વસનિય ઘટકો સાથે સજ્જ છે તેમાં ઇન-બિલ્ટ પ્રોગ્રામ લોજિકનો ઓટોમેટિક મોડમાં ઉપયોગ કરી શકાય છે આઇઓટી દ્વારા સિમોટ મોનિટરિંગ માટે પણ એક જોગવાઈ કરવામાં આવી છે.

એલએન્ડટીના નિર્દેશક અને સીનિયર વાઇસ પ્રેસિડન્ટ (સિવિલ ઇન્ફ્રાસ્ટ્રક્ચર) એસ વી દેસાઈએ કહ્યું હતું કે, આંતરરાષ્ટ્રીય બજારોમાં આ પ્રકારનું ઉપકરણ ઉપલબ્ધ હોવા છતાં એમએસએમઇ એકમોને સહાય રૂપ થવા માટે તેમની પાસે જરૂરી વસ્તુઓ છે.