



भारत सरकार - रेल मंत्रालय
अनुसंधान अधिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
Fax (0522) 2458500

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310



No. MC/CB/AC/DD

Date: 26-09-2013

महाप्रबन्धक (इन्जी०)

1. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700001.
2. पूर्व मध्य रेलवे, हाजीपुर – 844101.

Sub: Amendment No. 04 to Revised Final Speed Certificate for operation of BG AC EOG Double Decker Chair Car coaches fitted with pneumatic suspension at the secondary stage on Fiat bogies up to maximum speed of 160 km/h on track maintained to C&M-I Vol.-I standard.

- Ref.:(i) RDSO speed certificate MC/CB/AC/DD dated 24.03.11 followed by Amendment no.01 dated 31.05.2011, Amendment no.02 dated 13.04.2012 & Amendment no.03 dated 19.10.2012.
- (ii) Railway board's letter no. 2011/CEDO/SR/21 dated 24.01.2013.
- (iii) Railway board's letter no. 87/M (C)/202/10 vo(ii) dated 29.05.2013.

With reference to clause no.15 of Railway Board's letter referred at (ii) above, which removes the six monthly trial & re-validation requirement for AC EOG Double Decker train between Howrah-Dhanbad, it has been decided to accordingly amend para "3.6" & para "4" of RDSO speed certificate no. MC/CB/AC/DD dated 24.03.11. Secondly transportation code has also been received from Railway board vide letter no. 87/M (C)/202/10 vo(ii) dated 29.05.2013 and incorporated as para 3.8. Further TI, PS & EMU, Track directorate have also modified some paras to make them more comprehensive. Accordingly para "3.6", para "4" and "2.5.1" of said speed certificate have been amended, para "2.4." replaced and para 3.7 and 3.8 have been added and shall be read as under :

Para 2.4 Traction Installation

- 2.4.1 The 25 kV AC OHE shall have swiveling type cantilever assembly having tension in the conductors, regulated automatically with a presag. The presag of 50/100 mm is on the contact wire for a maximum span of 72 meters proportionately less for smaller spans.
- 2.4.2 In case of locations where 25 KV AC porcelain section insulators are installed on the mainline and lies within first $1/10^{\text{th}}$ and $1/3^{\text{rd}}$ of the span, immediately after the OHE structure and the Runners are in trailing direction, the maximum speed shall be 120 kmph. At all other locations, where 25 KV AC porcelain section insulators are installed the speed shall be limited to 80 kmph.
- 2.4.3 The current collection shall be made through one number pantograph fit for high speed operation.
- 2.4.4 In 25 KV AC traction area, the CEE of the Railway shall have to ensure that the minimum height of Contact Wire and electrical clearances as stipulated in provision of Chapter V and V-A, Electric Traction 'Schedule of Dimensions of 1676 mm Gauge

(BG) revised 2004, with latest Addendum & Corrigendum Slips is not violated and strictly followed to ensure safe running.

2.4.5 In addition to above, the Chief Electrical Engineer of concerned Railway may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and field conditions prevailing on a particular section.

2.5.1 Before starting the operation, CME/CEE of the concerned Railway shall arrange to certify the track worthiness and safety of the rolling stocks. They shall also arrange to ensure proper maintenance of the stocks.

Para 3.6

The Para 3.6 of speed certificate shall be treated as "deleted".

Para 3.7

Zonal Railways shall ensure compliance of conditions stipulated in Railway Board letter no.2011/CEDO/SR/21 dated 24 .01.2013.

Para 3.8

The transportation code of BG AC EOG Double Decker Chair Car coaches fitted with pneumatic suspension at the secondary stage on Fiat bogies shall be read as "LWSCZDAC".

Para 4

4.0 Platform

On the basis of validation trial report of AC double decker coach in respect to clearance from platform as per report no. RDSO/2011/CG/CRR-01 January 2011 and report of AC Double Decker coach in respect to clearance from inside curve platform as per report no. RDSO/2011/CG/CRR-4 March, 2011 and RDSO Report no. RDSO/2012/TG/MT-1213/F. Rev.-0 dated 18.10.2012 (issued subsequent to the validation trial conducted in October 2012), following speed on platforms is permitted on Howrah-Dhanbad section of Rajdhani lines.

- 4.1 Train with these coaches shall run only through Rajdhani lines on Howrah-Dhanbad section at maximum speed of 110 kmph.
- 4.2 There shall be a speed restriction on inside curved platform lines where the additional clearance is provided as per provision in IRSOD Rev.-2004:-
 - i) There shall be a speed restriction of 15 kmph on inside curved platforms of Rajdhani lines between Howrah-Dhanbad in both the directions.
 - ii) At Galsi platform no.2, where there is a moderate curve of 0.5 degree and super elevation of 30 mm, speed restriction can be relaxed to 30 kmph.
 - iii) Additional clearance shall also be provided beyond curved part of the platform to an adequate distance (20 meter) from start and end of curve.

- 4.3 It shall be ensured that there is a proper system of inspection of clearance of platform coping and Double Decker coaches and inspection record is maintained properly.

संलग्नक:

- (i) Railway board letter no. 2011/CEDO/SR/21 dated 24.01.2013.
(ii) Railway board letter no. 87/M (C)/202/10 vo(ii) dated 29.05.2013.



(राजीव विश्‍नोई)

वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

1. सचिव (मैके०/इलेक्ट्रिकल/इंजीनियरिंग-जी), रेलवे बोर्ड, रेल भवन, नई दिल्ली-110 001
2. मुख्य रेल संरक्षा आयुक्त, मण्डल रेल प्रबन्धक कार्यालय, पूर्वोत्तर रेलवे परिसर, अशोक मार्ग लखनऊ-226 001
3. महाप्रबन्धक (मैके०/ इलेक्ट्रिकल /ओपरेटिंग/एस एण्ड टी)
 - i) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700001.
 - ii) पूर्व मध्य रेलवे, हाजीपुर – 844101.

संलग्नक:

- (i) Railway board letter no. 2011/CEDO/SR/21 dated 24.01.2013.
(ii) Railway board letter no. 87/M (C)/202/10 vo(ii) dated 29.05.2013.



(राजीव विश्‍नोई)

वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

DDG	
ADG	
SP. EDIED	1-2-13
DATE	1-2-13

भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
रेलवे बोर्ड Railway Board

No. 2011/CEDO/SR/21

New Delhi, Dated 24th January, 2013

The General Manager,
Eastern Railway,
Kolkata.

Sub : Regular running of BG AC EOG Double Decker (DD) Chair Car Coaches to RDSO's Drawing No. CSC-1779 and CG-K9114 Alt-1.

Ref : Your office letter no. W(8)/552/5/Coach/AC-Double Decker Chair Car/110 kmph/Vol.2, dated 31.10.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for regular running of BG AC EOG Double Decker (DD) Chair Car Coaches to RDSO's Drawing no. CSC-1779 and CG-K9114 Alt-1 upto a maximum speed of 110 kmph or at sectional speed whichever is less, over Rajdhani lines of Eastern Railway, subject to terms & conditions, as given in RDSO's Final Speed Certificate (upto Amendment No. 3) and Eastern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments, as under :

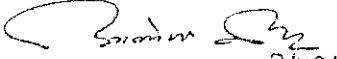
1. Train with these coaches shall run only through Rajdhani Lines in Howrah - Dhanbad (HWH-DHN) section at maximum speed of 110 kmph as has also been emphasized in Para 4.1 of RDSO's Revised Final Speed Certificate No. MC/CB/AC/DD, dated 24.3.11 with subsequent Amendment nos. 1, 2 & 3 to the Speed Certificates, dated 31.5.11, 13.4.12 & 19.10.12 and Joint Safety Certificate No. 40/2012 of Eastern Railway.
2. The certifications made in the Joint Safety Certificate No. 40/2012, Track Certificate, Bridge Certificate and Eastern Railway's letter no. W(8)/552/5/Coach/AC Double Decker Chair Car/110 kmph/Vol.2, dated 31.10.2012 shall be duly complied.
3. All the conditions detailed in RDSO's Revised Final Speed Certificate no. MC/CB/AC/DD, dated 24.03.11 and subsequent Amendment nos. 1, 2 & 3 to the Speed Certificates, dated 31.5.11, 13.4.12 & 19.10.12 shall be fulfilled.
4. Compliance of all the Permanent and Temporary Speed Restrictions in force and those that may be imposed from time to time due to track, bridges, curves, signalling and interlocking etc. shall be ensured.

Exp. Dir. (S&C) (Railways)

11. clarify paras

5. Only those DD Coaches will be worked in the train for which Foot Board position has been shifted from 1456 mm (from C/L of the coach) to 1550 mm. Special drive for publicity against foot-board travelling in these coaches shall be carried out on the entire route of the trains with DD coaches.
6. Failure Indication cum Brake Application (FIBA) system in case of deflation of air springs of the coaches to restrict the speed of the train to 60kmph shall be urgently commissioned in all the DD Coaches. Till it is not done, the train shall be escorted by competent TXR staff to keep a close watch and to communicate with driver of the train regarding such failure.
7. Movement of the train shall be kept under close watch to detect any abnormality, especially infringement with the platform coping/other fixed structures etc. during the run.
8. Proper system of inspection and recording of clearance at platform coping from centre line of the track at regular interval as well as after every machine maintenance of the track shall be ensured by Railway.
9. There shall be a speed restriction of 15 kmph on all inside curved platforms falling on the run of the train between HWH & DHN. For permanent speed restriction of 15 kmph on inside curved lines of Rajdhani route, Speed Boards shall be provided. These speed boards need to be exclusively for Double Decker train and shall be differentiated with the other speed boards, so that it is followed only for Double Decker train.
10. The route and speed restriction shall be included in the Working Time Table alongwith the special instructions on passing through any other platform in emergency only at 15 kmph speed.
11. Caution order of 15 kmph for platforms on other than Rajdhani route for running in emergency shall be ensured.
12. Railway shall ensure platform coping ends to be free of any sharp edges or exposed steel rods/protruding (e.g. after breaking of the concrete for maintaining distance as per IRSOD).
13. A caution order of 100 kmph shall be ensured at each location of Defective Weld Joint (DFW), which are protected by joggle fish plate with two tight clamps/far end tight bolts.
14. In case of isolating the Brake System of any particular coach (or coaches) enroute because of its Wheel Slide Protection (WSP) Device becoming defective, minimum brake power of 90% will have to be ensured in the train by the Railway; failing which the Railway shall impose suitable speed restriction, but not exceeding 90 kmph in such above-mentioned situation of isolation of brake system of any particular coach (or coaches).

15. There is no limit to validity of this sanction; but Railway shall convey to CRS the Exception Reports related to any unusual occurring to this train."


24.01.13
(अनिल कुमार)

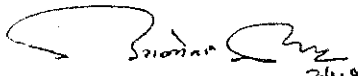
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SR/21

New Delhi, Dated 24th January, 2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. कम्पू- 13011/22/2011-T.W., dated 07.12.2012.
2. The CRS/ Eastern Circle, 14, Strand Road, (12th Floor), Kolkata- 700 001 w.r.t. his letter no. 1020/Double Decker Chair Car Coaches/12-961/H, dated 05.11.2012.
3. Director General, RDSO, Lucknow for information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow- 226011, w.r.t. his letters no. MB/CA/AC/DD, dated 24.3.11, 31.5.11, 13.4.12 and 19.10.12.


24.01.13
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

- (i) General Manager, All Indian Railways (except Eastern Railway)
- (ii) Commissioner of Railway Safety, All Circles (except Eastern Circle)
- (iii) EDME(Chg.), Railway Board, Rail Bhawan, New Delhi.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 87/M(C)202/10 vo(ii)

New Delhi, dated 29.05.2013

The General Manager (Mech.)
All Indian Railways

Director General (Carriage),
RDSO/Lucknow

Sub: Transportation code for Double Decker (EOG) Chair Car AC Coach

Ref.: RDSO s letter No. MC/LHB/Coach dated 17.5.2013

In suppression to this office letter of even no. dated 28.05.2013,
transportation code for different type of Double Decker (EOG) Chair Car AC
Coaches shall be as under:

S. No.	Type of coach	Transportation Code
1.	Double Decker (EOG) Chair Car AC Coach as per layout drawing No. CG-K9114	LWSCZDAC
2.	Double Decker (EOG) Chair Car AC Coach as per RCF layout drawing No. LD90009.	LWSCZDAC1


(Prashant Kumar)
Dir. Mech. Engg. (Chg.)
Railway Board

- Copy to:
1. ED/CAMTECH, Gawalior
 2. General Secretary, IRCA, New Delhi.
 3. ED/Chg, Railway Board.
 4. ED (C&IS) Railway Board
 5. CAO/FOIS/CRIS, Chanakayapuri, New Delhi