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<b>No.</b>	TS/SC/Trial
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<b>Date:</b>	08 .02.2021
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### महाप्रबंधक (इंजीनियरिंग)

उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110001

<b>Sub:</b>	Amendment No. 1 of speed certificate for operation of 16 coach formation Train set named as Train-18 manufactured by ICF/Chennai over New Delhi (NDLS)-Ludhiana (LDH) (UP & DOWN) section of Northern Railway up to a maximum speed of 130 kmph on track maintained as per para 607 of IRPWM, reprint- 2004.
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<b>Ref:</b>	(i) RDSO Speed certificate no. TS/SC/Train- 18/06 dated 08.08.2019. (ii) Railway board letter no. 2013/CE-II/TK/IRPWM dated 07.07.2020.
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RDSO vide ref. (i), has issued speed certificate for operation of 16 coach formation Train set named as Train-18 manufactured by ICF/Chennai over New Delhi (NDLS) -Ludhiana (LDH) (UP & DOWN) section of Northern Railway up to a maximum speed of 130 kmph. Now, Track Directorate has advised that Railway Board vide ref. (ii) has approved redrafted IRPWM where para referring to track standard has been reviewed to "track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under para 522". Further, some conditions included in signaling para 2.4 in the above referred speed certificate were found redundant, hence signaling paras have also been simplified.

In view of the above, the speed certificate at ref. (i) has been examined and subject, Para nos. 1.2, 2.0, 2.2.1, 2.2.3, 2.2.4 & 2.2.5 have been modified. Signaling para 2.4 of speed certificate referred at (i) above has been replaced. New para 2.7.16 in 'General' has been added.

Accordingly amended subject and paras of speed certificate referred at (i) shall be read as under:

<b>Sub:</b>	Speed certificate for operation of 16 coach formation Train set named as Train-18 manufactured by ICF/Chennai over New Delhi (NDLS)- Ludhiana (LDH) (UP & DOWN) section of Northern Railway up to a maximum speed of 130 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June- 2020, containing track geometry standards under para 522.
<b>1.2</b>	16 coach formation Train Set under the project named as Train-18 manufactured by ICF/Chennai have been designed for maximum operational speed of 160 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under para 522. 2 DTC coaches on both ends are fitted with centre buffer coupler (CBC) while all other coaches and one side of DTC coach are fitted with semi-permanent head and balanced draft gear arrangement. Train Set is equipped with Regenerative & Electro pneumatic (EP) brake system (Brake blending). The stainless steel car body is provided in these coaches. Train Set has 50% powering. In above coaches, all propulsion equipments are under slung. All coaches are air-conditioned chair car and inter-connected with fully sealed gangways. All coaches are equipped with fully automatic plug type sliding doors with retractable/sliding foot step and automatic glass panel touch free IC sliding door.
<b>2.0</b>	Based on the above, it is certified that operation of 16-coach formation Train set under the project named as Train-18 manufactured by ICF/Chennai is fit for operation over New Delhi (NDLS)-Ludhiana (LDH) (UP & DOWN) Section of Northern Railway up to maximum speed of 130 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under para 522, subject to the

	following conditions:
<b>2.2.1</b>	The track shall be to a minimum standard of 52kg (90UTS) rail on PSC sleepers with 1540 density and minimum depth of ballast cushion below sleeper of 250mm, which may consist of at least 100mm clean and the rest in caked up condition on compact and stable formation.
<b>2.2.3</b>	The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual, June-2020.
<b>2.2.4</b>	The welds shall be protected by joggled fish plates as per provisions of USFD Manual, AT welding Manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per provisions of Indian Railways Permanent Way Manual, June-2020. In addition, wherever condition warrants on account of corrosion on rail/weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating/ joggled fish plating.
<b>2.2.5</b>	Zonal Railway may ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Indian Railways Permanent Way Manual, June-2020, regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination.

<b>2.4</b>	<b>Signaling:</b> Signaling paras are replaced as under-
<b>2.4.1</b>	Provisions of GR, SR, IRSOD, SEM & all extant instructions issued from time to time as applicable shall be complied with.
<b>2.4.2</b>	In case of Train set /rolling stocks having EBD of more than 1 Km and non-provision of second distant signal / 4 Aspect automatic signalling in the section, action as per A&C no. 09 of SEM Pt – I shall be taken.

<b>2.7.16</b>	<b>New para added in 'General':</b> "Track maintained to C&M-1, Vol-I standard/other than C&M-1, Vol-I standard/Para –607 of Indian Railways Permanent Way Manual Second Reprint – 2004" in this speed certificate shall be considered as "track maintained as per provisions of Indian Railways Permanent Way Manual, June – 2020, containing track geometry standards under Para – 522".
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संलग्नक: कुछ नहीं |

(वी. के. अग्रवाल)  
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