



No. SV.AS.MEMU

Date: 08.11.2019

महाप्रबन्धक (इंजीनियरिंग),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस मुम्बई- 400001	10. उत्तर मध्य रेलवे, इलाहाबाद- 211 001
2. पूर्व रेलवे, फेयरलीप्लेस, कोलकाता- 700001	11. उत्तर पश्चिम रेलवे, जयपुर- 302 006
3. उत्तर रेलवे, बडौदा हाऊस, नईदिल्ली- 110001	12. पूर्व मध्य रेलवे, हाजीपुर- 844 101
4. पूर्वोत्तर रेलवे, गोरखपुर- 27 3001	13. पूर्व कोस्ट रेलवे, रेलवे कॉम्प्लेक्स, भुवनेश्वर - 751023
5. पूर्वोत्तर फ्रन्टियर रेलवे, मालीगाँव गुवाहाटी - 781011	14. दक्षिण पश्चिम रेलवे, हुबली - 580 023
6. दक्षिण रेलवे, एनेक्सी, पार्कटारुन, चेन्नई- 600003	15. पश्चिम मध्य रेलवे, जबलपुर- 482 001
7. दक्षिण मध्य रेलवे, रेलनिलायम, सिकन्दराबाद- 500071	16. दक्षिण पूर्व मध्य रेलवे, बिलासपुर- 495 004
8. दक्षिण पूर्व रेलवे, गार्डनरीच, कोलकाता- 700043	17. मैनेजिंग डायरेक्टर, कॉकण रेलवे कार्पोरेशन लिमिटेड, बेलापुर, नवीमुम्बई- 400614
9. पश्चिम रेलवे, चर्चगेट, मुम्बई- 400020	

**Sub:** Amendment no. 1 of final speed certificate for operation of MEMU coaches fitted with pneumatic suspension at the secondary stage up to a maximum speed of 110 kmph on track maintained to C&M-I, Vol.-I standard.

**Ref:** (i) RDSO final speed certificate no. SV.AS.MEMU dated 12.03.2010.  
(ii) Western Railway letter no. EL 90/3/18/1(CRS) dated 17.09.2019.

RDSO vide letter at ref-(i) above, had issued final speed certificate for operation of MEMU coaches fitted with pneumatic suspension at the secondary stage up to a maximum speed of 110 kmph on track maintained to C&M-I, Vol.-I standard.

Further, Western Railway vide letter at ref-(ii) above has raised the issue of speed restriction as 80 kmph on curves as per para 2.1.3 of above speed certificate and requested to issue the necessary amendment.

RDSO has reviewed above issue and it is found that final speed certificate at ref-(i) above, had been issued on the basis of results of oscillation trial report no. RDSO/2009/TG/MT-997/F Rev.0, Amendment-nil, dated 30.10.2009 and as per this trial report, the test coaches had exhibited satisfactory riding and stability characteristics up to the maximum test speed of 120 kmph on straight track, station yard & 90 kmph speed on 2° curve on the basis of cant deficiency consideration as 45 mm on Virar-Surat section of Western Railway and in para 2.1.3 of final speed certificate at ref-(i), max. permissible speed on curves was permitted as per existing provisions of IRPWM, 2<sup>nd</sup> reprint 2004 but limited to 80 kmph.

Further, it is mentioned that for the same subject rolling stock, RDSO vide letter no. SV.AS.MEMU dated 29.10.2009 had issued final speed certificate for operation of MEMU coaches fitted with pneumatic suspension at the secondary stage up to a maximum speed of 105 kmph on track maintained to other than C&M-I, Vol.-I standard. This final speed certificate had been issued on the basis of results of oscillation trial report no. RDSO/2009/TG/MT-990/F Rev.1, Amendment-nil, dated 25.09.2009 and as per this trial report, the test coaches had exhibited satisfactory riding and stability characteristics up to the maximum test speed of 120 kmph on straight track, station yard & 100 kmph speed on 2° curve on the basis of cant deficiency consideration as 75 mm on NAD-UJN-BIH section of Western Railway and in para 2.1.3 of final speed certificate, max. permissible speed on curves was permitted as per existing provisions of IRPWM, 2<sup>nd</sup> reprint, 2004.


In view of above, being the same rolling stock, para 2.1.3 of final speed certificate at ref-(i), has been reviewed & modified and new para 2.1.5 & 2.1.6 has been added in speed certificate at ref-(i) above and modified para 2.1.3 and new para 2.1.5 & 2.1.6 shall be read as under:

“2.1.3 The maximum permissible speed on curves shall be decided on the basis of existing provisions of the Indian Railways Permanent Way Manual, second reprint 2004 with maximum cant deficiency of 75 mm but speed should not be more than 105 kmph.

2.1.5 The welds shall be protected by joggled fish plates as per provision of para 6.4 and para 8.14 of USFD Manual and para 6.3 of AT welding manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joint shall be ensured as per para 250 & 251 of IRPWM. 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.

2.1.6 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 Chapter-III of IRPWM.2004 regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination.”

संलग्नक:- कुछ नहीं।

  
(वी.के.अग्रवाल)


कार्यकारी निदेशक मानक /चालन शक्ति

प्रतिलिपि:-

1. सचिव (यांत्रिक/इंजीनियरिंग (जी.)), रेलवे बोर्ड, रेल भवन, नई दिल्ली – 110001
2. मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ-226001
3. महाप्रबन्धक (यांत्रिक/संचालन/संकेत एवं दूरसंचार/ विद्युत)

1.	मध्य रेलवे, छत्रपति शिवाजी टर्मिनस मुम्बई- 400001	10	उत्तर मध्य रेलवे, इलाहाबाद- 211 001
2.	पूर्व रेलवे, फेयरलीप्लेस, कोलकाता- 700001	11.	उत्तर पश्चिम रेलवे, जयपुर- 302 006
3.	उत्तर रेलवे, बडोदा हाऊस, नईदिल्ली- 110001	12.	पूर्व मध्य रेलवे, हाजीपुर- 844 101
4.	पूर्वोत्तर रेलवे, गोरखपुर- 27 3001	13.	पूर्व कोस्ट रेलवे, रेलवे कॉम्प्लेक्स, भुवनेश्वर - 751023
5.	पूर्वोत्तर फ्रन्टियर रेलवे, मालीगाँव गुवाहाटी - 781011	14.	दक्षिण पश्चिम रेलवे, हुबली - 580 023
6.	दक्षिण रेलवे, एनेक्सी, पार्कटाऊन, चेन्नई- 600003	15.	पश्चिम मध्य रेलवे, जबलपुर- 482 001
7.	दक्षिण मध्य रेलवे, रेलनिलायम, सिकन्दराबाद- 500071	16.	दक्षिण पूर्व मध्य रेलवे, बिलासपुर- 495 004
8.	दक्षिण पूर्व रेलवे, गार्डनरीच, कोलकाता- 700043	17.	मैनेजिंग डायरेक्टर, कोंकण रेलवे कार्पोरेशन लिमिटेड, बेलापुर, नवीमुम्बई- 400614
9.	पश्चिम रेलवे, चर्चगेट, मुम्बई- 400020		

संलग्नक:- कुछ नहीं।

  
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