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तार : रेलमानक, लखनऊ
Telegram : 'RAILMANAK',
Lucknow
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2450115 (DID)



भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011

No. MC/LHB/ COACH

Date:-08 -04-2015

महाप्रबन्धक (इंजीनियरिंग),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस मुम्बई - 400 001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001
3. उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली - 1100 01
4. पूर्वोत्तर रेलवे, गोरखपुर - 27 3001
5. पूर्वोत्तर फ्रन्टियर रेलवे, मालीगाँव गुवाहाटी- 781 011
6. दक्षिण रेलवे, एनेक्सी, पार्क टाऊन, चेन्नई - 600 003
7. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद - 500 071
8. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता - 700 043
9. पश्चिम रेलवे, चर्च गेट, मुम्बई - 400020
10. उत्तर मध्य रेलवे, इलाहाबाद - 211 001
11. उत्तर पश्चिम रेलवे, जयपुर - 302 006
12. पूर्व मध्य रेलवे, हाजीपुर - 844 101
13. पूर्व कोस्ट रेलवे, रेलवे कॉम्प्लेक्स, भुवनेश्वर - 751 023
14. दक्षिण पश्चिम रेलवे, हुबली - 580 023
15. पश्चिम मध्य रेलवे, जबलपुर - 482 001
16. दक्षिण पूर्व मध्य रेलवे, बिलासपुर - 495 004

Sub: Revised final speed certificate for operation of BG LHB Generator Van fitted with FIAT bogies upto maximum speed of 160 km/h on track maintained to C&M-I, Volume - I standard.

Ref: i) This office speed certificate no. MC/LHB/COACH dated 20.3.2003 followed by partial amendment of even no. dated 27.02.2004, amendment no.1 dated 18.11.2014, amendment no.2 dated 20.12.2014 & Corrigendum no.01 dated 08.01.2015 to amendment no.2.

(ii) CRS Northern Circle letter no. 2014/Q-15/LHB/NC/980-982 dated 11.02.2015.

(iii) Railway Board letter no. 2015/CEDO/SR/04 dated 16.3.2015.

Vide reference (ii) above, CRS/ Northern Circle has advised to issue a revised final speed certificate for operation of BG LHB Generator Van fitted with FIAT bogies up to maximum speed of 160 km/h, duly incorporating amendments of even no. dated 27.02.2004, 18.11.2014, 20.12.2014 & Corrigendum no. 01 dated 08.01.2015 to amendment no. 02, in final speed certificate referred (i) above. In this context, vide reference (iii) above, a meeting was held at Railway Board on dated 20.3.2015 and it was decided to revise the final speed certificate for operation of BG LHB Generator Van, as advised by CRS/ Northern Circle. Accordingly, final speed certificate for operation of BG LHB Generator Van has been revised duly incorporating all earlier amendments in the original speed certificate no. MC/LHB/COACH dated 20.3.2003.

Paras of speed certificate referred (i) above, have been rearranged and renumbered in the revised final speed certificate.

LHB built broad gauge Generator Vans on FIAT bogies have been procured by Indian Railways as part of supply contract from M/s ALSTOM-LHB with axle load within 16.25t capacity. The bogie has a wheel base of 2560 mm and the design incorporates flexible guidance of the axle, flexi-coil secondary suspension, no head stock and incorporates anti-roll bar. The bogie is fitted with axle mounted disc brake system and hand brake on guard end bogie.

- 1.1 The detailed oscillation trials and long confirmatory runs on this Generator Van have been completed up to test speed of 145 km/h on Palwal - Mathura section of Central Railway and from 145 km/h upto 180 km/h on Ghaziabad -Tundla section of Northern Railway. The results of these trials as contained in RDSO's Report No. MT-274 (February, 2001) and MT-282 (March,2001) respectively. The results of these trials indicate that on track maintained to standards as specified in RDSO Report no. C&M-I, Vol.-I, the Generator Van exhibits satisfactory riding and stability behaviour up to a maximum test speed of 180 km/h.
2. Based on the results of detailed oscillation trials & long confirmatory run, it is certified that LHB Generator Van to RDSO Sk.96077, fitted with FIAT bogies may be permitted to run up to maximum speed of 160 km/h on track maintained to standards as specified in RDSO's Report No. C&M-I, Vol.-I, subject to the following conditions:

2.1 Track

2.1.1 For speed upto 130km/h

The track shall be to a minimum standard of 52kg/90 UTS rail laid on PSC sleeper with sleeper density of 1540 No./Km on minimum 250mm ballast cushion below the sleepers which may consist of at least 100mm clean and rest in caked up condition, on compacted and stable formation and track maintained to the standards recommended in RDSO's report no. C&M-I, Vol.-I.

In this connection, the instruction for maintenance of track on high speed routes, circulated to the railways under RDSO's DO letter no. CRA/509 dated 07.07.1971 and approved by Railway Board vide letters no. 71/W6/HS/8 dated 27.08.1971 and 71/W6/HS/1 dated 21.10.1971 should also be followed.

2.1.2 For speed beyond 130km/h and upto 160kmph

2.1.2.1 For speed upto 150 km/h on Sections having annual GMT less than 10

"The track shall be to a minimum standard of 52kg/90UTS rail laid on PSC sleeper with 1540 sleeper density on 250mm ballast cushion below the sleepers which may consist of at least 100mm clean and rest in caked up condition (300 mm ballast cushion below the sleepers which may consist of at least 150mm clean and rest in caked up condition for speed of 150 kmph) on compacted and stable formation and maintained to the standards recommended in RDSO's report no. C&M-I, Vol.-I.

In this connection, the instruction for maintenance of track on high speed routes, circulated to the railways under RDSO's DO letter no. CRA/509 dated 07.07.1971 and approved by Railway Board vide letters no. 71/W6/HS/8 dated 27.08.1971 and 71/W6/HS/1 dated 21.10.1971 should also be followed."

2.1.2.2 For other Sections (having annual GMT of 10 or more) and for speed of 160 km/h on all sections:

The track shall be to a minimum standard of 60kg/90UTS rail laid on PSC sleeper with 1660 sleeper density on 300mm ballast cushion below the sleepers which may consist of at least 150mm clean and rest in caked up condition, on compacted and stable formation and maintained to the standards recommended in RDSO's report no. C&M-I, Vol.-I.

However, on NDLS-AGC section, already cleared for operation at 150 kmph, limited operation of these coaches at 160 kmph can be permitted with the stipulations with which 150 kmph speed was introduced, i.e. with track structure of 52 Kg/90 UTS rails laid on PSC sleepers.

In this connection, the instruction for maintenance of track on high speed routes, circulated to the railways under RDSO's DO letter no. CRA/509 dated 07.07.1971 and approved by Railway Board vide letters no. 71/W6/HS/8 dated 27.08.1971 and 71/W6/HS/1 dated 21.10.1971 should also be followed.

- 2.1.2.3 Zonal Railway shall ensure that all turnouts on section are with fixed heel curved switches laid on PSC sleeper layout with CMS crossings with adequate arrangement to ensure designed geometry of turnouts. Turnouts with thick web switches shall be preferred on such routes. Provision of clamp type lock along with thick web switches in facing direction on mainlines shall be ensured for speeds in excess of 140 kmph. Other turnouts on the route shall be provided with thick web switches in planned manner.
- 2.1.2.4 Improvement on track geometry parameters on the route of operation of the coaches to be carried out as required.
- 2.1.2.5 The curves will have to be suitable realigned and proper transition lengths shall be provided.
- 2.1.2.6 Action should be taken for relocation/ modification of engineering signals in consultation with respective S&T and OHE departments of Zonal Railways.
- 2.1.2.7 Concerned Railway will ensure provision of sturdy through fencing of track to prevent trespassing and to eliminate instances of cattle run over. However, on Delhi-Agra section, fencing of track at vulnerable locations prone to cattle crossing / trespassing identified by General Manager of respective railway shall be provided as train is already running at a speed of 150kmph on this section.
- 2.1.2.8 Preferably improved SEJ should be provided on such routes.
- 2.1.2.9 Stretches of existing weak formations (where permanent /temporary speed restriction is imposed), if any, will have to be rehabilitated/strengthened first before permitting higher speeds.
- 2.1.2.10 The track recording/ monitoring shall be ensured as per frequency specified in Para 606, 615(3) and 618(3) of Indian Railways Permanent Way Manual, Second Reprint-2004. Zonal Railways shall interpret the results of OMS runs/ TRC and oscillograph car run and impose suitable speed restrictions wherever considered necessary.

- 2.1.3 For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, Railway Board's letter no 65/WDO/SR/26 dated 19/20.10.1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.
- 2.1.4 The maximum permissible speed on curve shall be decided on the basis of existing provisions of the Indian Railways Permanent Way Manual, Second Reprint-2004. Higher speeds may however be permitted subject to the maximum cant deficiency of 100 mm and the rate of change of cant and cant deficiency not exceeding 55 mm per second.
- 2.1.5 The welds shall be protected by joggled fish plates as per provisions 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. Maintenance of Rails and Rail joints 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.
- 2.1.7 Route Proving Run/ Confirmatory Oscillograph car run shall be conducted before starting of operation, as per extant stipulations of Policy Circular No. 6.

2.2 Bridges

- 2.2.1 The clearance in regard to bridges refers to standard design of girders, slabs, pipe, culverts, pier and abutments etc. issued by RDSO for BGML, RBG & MBG-1987 standard loadings
- 2.2.2 All other designs of superstructures & Sub-structures are to be examined under the directions of the Chief Engineer concerned and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Sub Structures and Foundations code etc. read with up to date correction slips.
- 2.2.3 The clearance is subject to the following parameters of BG LHB Generator Van (LWLRRM):
- | | |
|----------------------------------|------------------------|
| (i) Maximum axle load | : 16.25t |
| (ii) Maximum braking force | : 6.6t |
| (iii) CG height above rail level | : Not exceeding 1830mm |

2.3 Signalling

- 2.3.1 Provisions of GR, SR, SEM and all extant instructions issued from time to time shall be complied with.

- 2.3.2 It is necessary to provide the means/ arrangements to put back the home signal and last stop signal to its "ON" position immediately after the passage of the train.
- 2.3.3 For speed 120 km/h & above
- 2.3.3.1 MACLS shall be provided with two distant signals. First distant signal shall be located at a distance of 1 km in rear of the home signal and the second distant signal at a distant of 2 km in rear of the home signal.
- 2.3.3.2 The above shall also be applicable to IBS and the interlocked gates located in the block sections.
- 2.3.3.3 All manned level crossing gates shall be provided with telephone communication with the nearest station.
- 2.3.4 Following works may be executed on programmed basis wherever existing installations do not have the following, in view of Railway Board's letter no. 2001/SIG/M/9 dated 27.9.2002
- 2.3.4.1 Speed upto 130 km/h (in addition to clause 2.3.3)
- i) Electrical operation of points and means for locking both switches. Means for lock detection and independent switch detection by the respective signals.
 - ii) Means for directly holding the closed switch rail to corresponding stock rail and preventing the points from being unlocked during the passage of the train (clamp lock)
 - iii) The interlocking between signals and points shall be by electrical or electronic means (PI/RR/SSI). Track circuiting of complete station yard from first stop signal to last stop signal.
 - iv) Means of verifying complete arrival of trains by suitable means (axle counter/ track circuit block proving).
 - v) Provision of telephone communication between driver-guard and driver-nearest station and /or control office.
- 2.3.4.2 Additional items for speeds above 130 km/h and upto 160 km/h
- i) Interlocking of all manned level crossing gates on the section with full complement of signals.
 - ii) Means for preventing driver from passing a signal at "ON".
- 2.3.5 For 160 kmph operation, TPWS of type cleared by RDSO shall be mandatory.

2.4 Traction Installation

- 2.4.1 In 25 kV AC Traction area, the Chief Electrical Engineer of the concerned Railway shall have to ensure that the minimum height of Contact Wire and electrical clearances, as stipulated in provisions of Chapter – V and V- A, Electric Traction of Schedule - I of 'Schedule of Dimensions of 1676 mm Gauge (BG) Revised 2004' with latest Addendum & Corrigendum Slips is not violated.
- 2.4.2 In addition to above, the Chief Electrical Engineer of the concerned Railway may impose any temporary speed restriction, on the basis of personal Knowledge, experience of the Sectional OHE and the field conditions prevailing on the particular Section.

2.5 Rolling Stock

- 2.5.1 Before starting the operation, CME of the concerned Railway shall arrange to certify the track worthiness and safety of the rolling stocks. He shall also ensure proper maintenance of the stock. However where the maintenance of rolling stock is being done by Electrical Department, CEE will also be consulted.

- 2.5.2 The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station. If the WSP of any coach becomes defective enroute, the brake system of that particular coach shall be isolated.
- 2.5.3 The BG LHB Generator Van shall be maintained as per provision in "Maintenance Manual for LHB Coaches " issued by CAMTECH, Gwalior in 2013.
- 2.5.4 Locomotives identified to haul passenger services should be provided with 'H' type tight lock coupler and modified draft gear with pre-load. BG LHB Generator Van should be fitted with AAR 'H' type tight lock CBC with draft gear having pre-load in the range of 30-35 KN or better available draft gear. However, for operation at 160 kmph, BG LHB Generator Van should be fitted with AAR 'H' type tight lock CBC with balanced draft gear having suitable pre-load.
- 2.5.5 Since NDLS-AGC section is already cleared for operation at 150 kmph, operation of BG LHB Generator Van at 160 kmph may be permitted with the same stipulations with which 150 kmph speed was introduced. However as stipulated in Railway Board letter no. 97/M(C)/137/1 Volume-VI dated 9.6.2004 and as also stipulated in CT-20 Rev.2 duly approved by Railway Board, the following maintenance facilities are required to be developed by Railways for operation at 160 kmph on other section on priority:
- (i) Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
 - (ii) Boundary wall for safety and security of the rake and the facilities.
 - (i) Automatic washing plant at entry point.
 - (ii) Wheel profile measurement and re-profiling system
 - (iii) In situ wheel changing facility
 - (iv) Automated and instrumented maintenance system in lieu of existing system based on visual inspection
 - (v) A separate bay with capacity for lifting and change of complete bogie will also be required.
 - (vi) Platform for attention to roof mounted AC equipments

2.6 General

- 2.6.1 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 shall be observed.
- 2.6.2 LHB Generator Van with 23540 mm length over body and 12340 mm maximum distance apart between any two adjacent axles infringes clauses 13 (b), 16, 17, 19(b), 20(b), 21(b), 22 & 32(b) of Chapter IV (A) of BG Schedule of Dimensions, 1973 Reprint. These infringements of LHB coach were condoned by Railway Board vide their letter No. 97/CEDO/SR/3 dated 07.02.97.
- 2.6.3 Earlier Speed certificates followed with amendments, CRS/ Railway Board sanctions for operation of individual LHB Generator Van, for train operation, COCR & different trials and other such speed certificates wherein reference is made to BG LHB Generator Van, shall remain valid in future. CRS sanction for further train operation, COCR & different trials shall be based on this revised speed certificate. This revised speed certificate is being issued solely for the purpose of compiling the amendments of even no. dated 27.02.2004, 18.11.2014, 20.12.2014 & Corrigendum no. 01 dated 08.01.2015 to amendment

no. 02 as desired by CRS/Northern Circle and shall be applicable from date of issue.

संलग्नक : i) RDSO Sketch-96077

ii) Railway Board letter No. 97/CEDO/SR/3, dated 07.02.1997.



(सी. मधुसूदन राव)

कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

1. सचिव (यांत्रिक/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 (यांत्रिक, परिचालन, विद्युत, संकेत एवं दूरसंचार),
 - i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस मुम्बई - 400 001
 - ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001
 - iii) उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली - 1100 01
 - iv) पूर्वोत्तर रेलवे, गोरखपुर - 27 3001
 - v) पूर्वोत्तर फ्रन्टियर रेलवे, मालीगाँव गुवाहाटी- 781 011
 - vi) दक्षिण रेलवे, एनेक्सी, पार्क टारुन, चेन्नई - 600 003
 - vii) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद - 500 071
 - viii) दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता - 700 043
 - ix) पश्चिम रेलवे, चर्च गेट, मुम्बई - 400020
 - x) उत्तर मध्य रेलवे, इलाहाबाद - 211 001
 - xi) उत्तर पश्चिम रेलवे, जयपुर - 302 006
 - xii) पूर्व मध्य रेलवे, हाजीपुर - 844 101
 - xiii) पूर्व कोस्ट रेलवे, रेलवे कॉम्प्लेक्स, भुवनेश्वर - 751 023
 - xiv) दक्षिण पश्चिम रेलवे, हुबली - 580 023
 - xv) पश्चिम मध्य रेलवे, जबलपुर - 482 001
 - xvi) दक्षिण पूर्व मध्य रेलवे, बिलासपुर - 495 004
4. मैनेजिंग डायरेक्टर, कोंकण रेलवे कार्पोरेशन लिमिटेड, बेलापुर, नवी मुम्बई - 400614

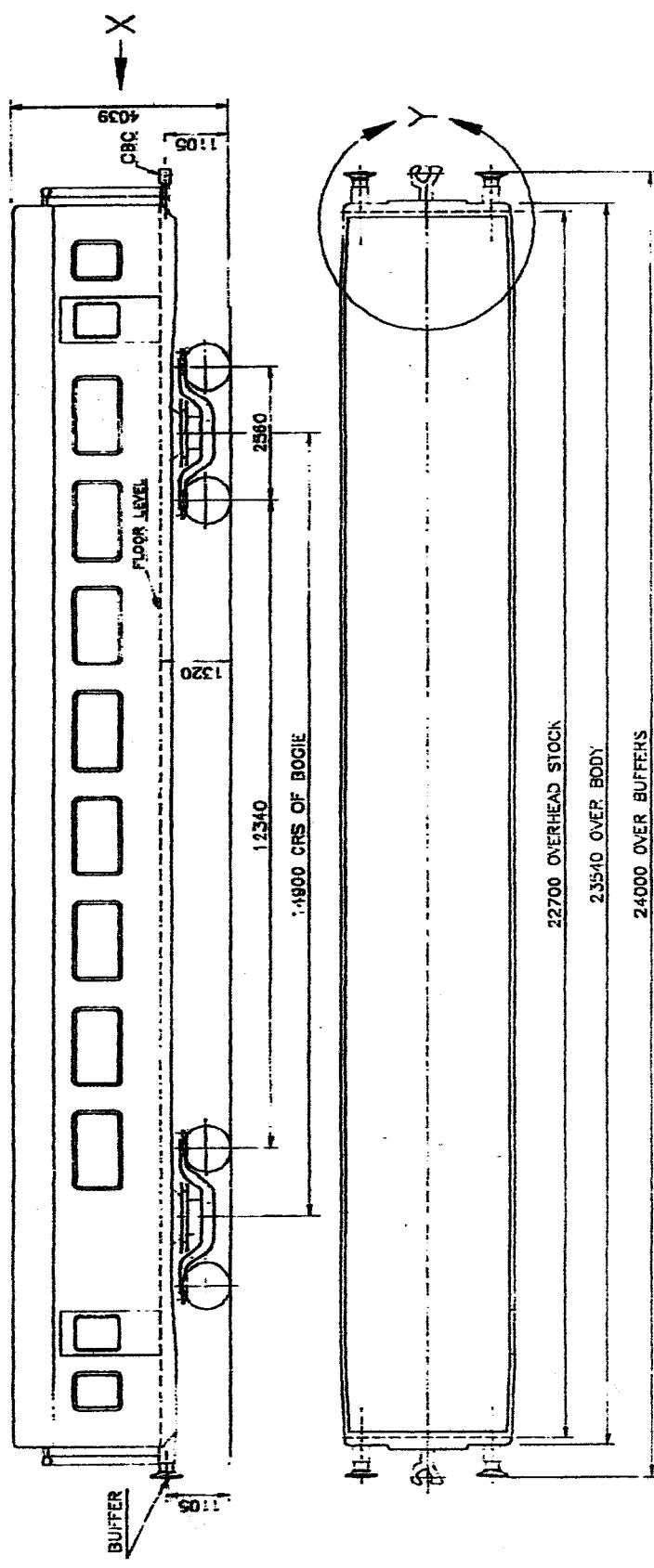
संलग्नक : i) RDSO Sketch-96077

ii) Railway Board letter No. 97/CEDO/SR/3, dated 07.02.1997.



(सी. मधुसूदन राव)

कार्यकारी निदेशक मानक/चालन शक्ति



NOTE: -
 BUFFERS ARE TO BE PROVIDED ONLY
 IN POWER CAR.

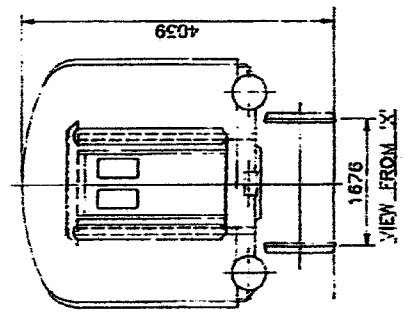
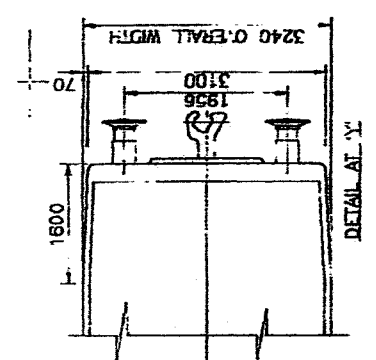


DIAGRAM SHOWING MAIN DIMENSIONS
 OF LHB-IR COACH

भारत सरकार GOVERNMENT OF INDIA
रेलवे विभाग RAILWAY DEPARTMENT
(निम्न वर्ग) (Lower Grade)

No. 97/CEDO/SR/3.

247

नयाँ दिल्ली - 110002, दिनांक 07.02.97.
New Delhi - 110002, dated 07.02.97.

To,

The Director General (Traffic),
P. D. S. O.,
Manak Nagar,
Lucknow - 226 001.

4/7/2

10.1.97

10.1.97

10.1.97

Subject: LHB Coach - Condonation of the infringements to Schedule of dimensions 1973.

In reference to your application No. 97/CEDO/SR/3 dated 20/01/97, through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to 13(b), 16, 17, 19(b), 20(b), 21(c), 22 & 32(b) of Chapter 3(A) of R.G. Schedule of dimensions (1973) involved in 2340 no. long LHB coach with 2350mm width.

The sanction is based on Form 1 and Sketch No. 96077 accompanying your application referred to above.

(V.K. BAHANI)
Exec. Dir. Civil Engg. (C)
Railway Board.

No. 97/CEDO/SR/3.

New Delhi, Dt. 07.02.97.

Copy forwarded for information to the Chief Commissioner of Railway Safety, 15-A, Ashok Marg, Lucknow 226 001 with reference to his endorsement No. C.1/111/1/97/23 dated Nil.

(V.K. BAHANI)
for Secretary Railway Board.

5 124

18/3
19/3

MOST URGENT



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

सं. 2015/CEDO/SR/04

The General Manager,
Northern Railway,
Baroda House, New Delhi.

New Delhi, Dated 16.03.2015

BO/UTM
BO/Car
BO/Board
18/3
19/3

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Operation of BG EOG type LHB AC Chair Car (LWFCZAC), (LWSCZAC) & Generator Van (LWLRRM) fitted with FIAT bogies & WAP-5 Class of locomotive up to maximum speed of 160 kmph on track maintained to C&M-1, Vol.-1 standards on New Delhi-Palwal(incl.) section on Up & Dn lines of Northern Railway.

- संदर्भ :** (i) Board's letter of even no., dated 16.2.15, 26.2.15 & 13.3.15
(ii) Board's letter no. 2015/CEDO/SR/05, dated 16.2.15, 26.2.15 & 13.3.15
(iii) Board's letter no. 2015/CEDO/SR/06, dated 16.2.15, 26.2.15 & 13.3.15

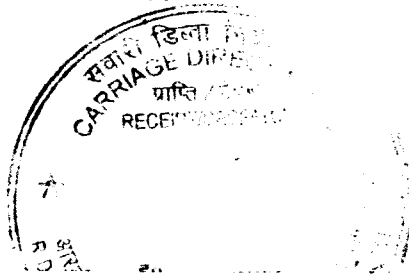
In continuation of Board's letter of even no., dated 13.03.15, meeting is postponed due to other engagements of RDSO's officers on 17.03.15 and re-scheduled in Railway Board on 20.03.2015 (Friday) at 11.00 hrs in Room no. 127; to discuss and resolve the above issues.

You may kindly direct concerned officers of Civil Engg. & Mech. Engg. to attend meeting as per revised schedule with complete details in above reference.

1. कार्य निदेशक/सवारी डिब्बा
Exe. Dir. Carriage
2. निदेशक/प्रभारी (प्रभारी)
Director (IC)
3. निदेशक/कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
Director
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in
4. निदेशक/सी.डी.
Director/CD
5. निदेशक/वी.डी.जी.
Director/VDG
6. संयुक्त निदेशक/मानक
Jt. Director/CTD
7. संयुक्त निदेशक/एस.एस.
Jt. Director/SS

(आलोक कुमार)
18.3.15

Copy forwarded for information and necessary action to Adv/Infra, Rly. Board, N.Delhi



10

Dir/ED
19/3
MOST URGENT



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

सं. 2015/CEDO/SR/04

The General Manager,
Northern Railway,
Baroda House, New Delhi.

EO/Track-1
LED/Car.
EO/MS.
Pl attend
12/3/15

New Delhi, Dated 13.03.2015

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Operation of BG EOG type LHB AC Chair Car (LWFCZAC), (LWSCZAC) & Generator Van (LWLRRM) fitted with FIAT bogies & WAP-5 Class of locomotive up to maximum speed of 160 kmph on track maintained to C&M-1, Vol.-1 standards on New Delhi-Palwal(incl.) section on Up & Dn lines of Northern Railway.

- संदर्भ :** (i) Board's letter of even no., dated 16.2.15, 26.2.15 & 13.3.15
(ii) Board's letter no. 2015/CEDO/SR/05, dated 16.2.15, 26.2.15 & 13.3.15
(iii) Board's letter no. 2015/CEDO/SR/06, dated 16.2.15, 26.2.15 & 13.3.15

A meeting has been convened in Railway Board on 17.03.2015 (Tuesday) at 11.00 hrs in Room no. 127; to discuss and resolve the above issue.

You may kindly direct concerned officer of Civil Engg. & Mech. Engg. to attend meeting with complete details in above reference.

[Signature]
(आलोक कुमार)

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information and necessary action to Adv/Infra, Rly. Board, N.Delhi

