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Lucknow - 226 011  
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No. MC/CB/AC/DD

Date:-19-10-2012

महाप्रबन्धक (इन्जी०)

1. पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.
2. पूर्व मध्य रेलवे, हाजीपुर - 844 101.

**Sub: Amendment No. 03 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 along with Amendment no.2 dt 13.04.2012  
(ii) Railway board letter no. 2011/CEDO/SR/21 dated 26.9.12.  
(iii) CRS, ER Circle's letter no.1020/Double Decker Chair Car Coaches/11/1081/H dated 15.11.2011.

With reference to clause no.14 & 16 of Railway Board letter and para 4 of RDSO speed certificate at reference (ii) and (i) respectively, RDSO has conducted the second six monthly Route clearance study of AC EOG Double Decker (width 3135 mm) rake over entire route Howrah-Dhanbad section of Eastern Railway and East Central in UP & DN direction on 07.10.2012. The test results of the second six monthly Route Clearance Study trial report are satisfactory as indicated in RDSO Trial Report no. RDSO/2012/TG/MT-1213/F. Rev.-0 dated 18.10.2012. Based on the satisfactory test results of Route clearance study, it has been decided to amend the para "3.6" and para "4" of revised speed certificate issued on 24.03.2011 and accordingly para "3.6" and para "4" of said speed certificate has been amended and shall be read as under :

**Para "3.6"**

The speed certificate is valid only for further six months.


**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. Validation trial of speed on platform on Howrah-Dhanbad will be conducted again after six months to review the speed certificate.

- 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:-
- There shall be a speed restriction of 15 kmph on inside curved platforms of Rajdhani lines between Howrah-Dhanbad in both the directions.
  - 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.
  - 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.

DA: Nil

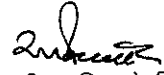
  
(राजीव विश्‍नोई)

वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

Copy to:

- सचिव (यांत्रिक, इलेक्ट, इंजीनियरिंग-जी),  
रेलवे बोर्ड, रेल भवन, नई दिल्ली-110 001.
- मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ -226 001.
- महाप्रबन्धक (यांत्रिक, इलेक्ट, ओपरेटिंग, एस एण्ड टी)
  - पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.
  - पूर्व मध्य रेलवे, हाजीपुर - 844 101.

DA: Nil

  
(राजीव विश्‍नोई)

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