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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/CB/AC/DD

Date:-31-05-2011

महाप्रबन्धक (इन्जी०)

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

Sub: Amendment No. 01 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 no. MC/CB/AC/DD dated 24.03.2011
(ii) Eastern Railway letter no. W(B)/552/5/Coach/AC-Double Decker Chair Car/Vol.I dated 18.5.2011.
(iii) Track directorate note no. CT/DHS/3/COACHES dated 25.05.2011

With reference to Eastern Railway's letter referred at (ii) above, it has been decided to amend "subject" and paras "2.1" and "3.4" of revised speed certificate issued on 24.03.2011 and accordingly subject and these two paras have been amended and shall be read as under :

Sub: "Amendment No. 01 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 for Howrah-Dhanbad section, track maintained to C&M-I Vol.-I standard."

2.1 Track

2.1.1 Less than 140 km/h speed


The track shall be to a minimum standard of 52 Kg rails on sleepers to M+7 density and minimum depth of ballast cushion below sleepers of 250 mm, which may consist of at least 100 mm clean and rest in caked up condition on compacted and stable formation. The track shall be maintained to standards as laid down in RDSO's Report No. C&M-I, Vol.-I.

2.1.2 From 140 km/h to 160 km/h speed

The track shall be to a minimum standard of 60 kg (90 UTS) rails on PSC sleepers to 1660 nos. per kilometer sleeper density and minimum depth of ballast cushion below sleepers to 300 mm which may consist of at least 150 mm clean and the rest in caked up condition on compacted and stable formation. The track shall be maintained to standards as laid down in RDSO's Report No. C&M-I, Vol.-I. Sub clauses 2.1.2.1 to 2.1.2.6 are applicable for speed above 140 km/h.

- 2.1.2.1 For operation of these coaches at 160 km/h, policy circular/Railway Board order shall be required, besides fulfillment of other such conditions which have been specified for operation at 160 km/h in report CT-20, Rev.2.
- 2.1.2.2 Concerned Railways shall arrange for providing fencing as per their assessment to prevent unauthorized pedestrian/cattle crossings.
- 2.1.2.3 (i) Replacement of existing loose heel switches with fixed heel curved switches laid on PSC sleeper layout with CMS crossings with adequate arrangements to ensure designed geometry of turnouts. Turnouts with TWS shall be preferred on such routes.
- (ii) Preferably Improved SEJ shall be provided on such routes.
- 2.1.2.4 Improvement on track geometry parameters on the route of operation of coaches/trains shall be carried out.
- 2.1.2.5 The curves shall have to be suitably realigned and proper transition length shall be provided.
- 2.1.2.6 All level crossings shall be manned.
- 2.1.3 The track maintenance shall be in accordance with the recommendations contained in the RDSO's Report No. C&M-I, Vol.I. In this connection the instructions for maintenance of track on high speed routes circulated to the Railways under RDSO's DO letter no. CRA/509 dated 07.7.1971 and approved by Railway Board vide their letter no.71/W6/HS/8 dated 27.8.1971 and no. 71/W6/HS/1 dated 21.10.1971 shall also be followed.
- 2.1.4 For track maintained to lower a standard than that mentioned above, the Chief Engineer shall decide the 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 roadbed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed, depending upon the local conditions.
- 2.1.5 The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual Second Reprint-2004, but Maximum speed shall be limited upto 110 km/h for curve sharper or equal to 2 degree curve and 135 km/h for curve equal to 1 degree.
- 3.4 Compliance to Policy Circular No. 6 shall be ensured for conducting COCR/Route Proving Run before regular operation of train.

DA: Nil

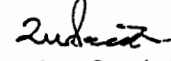

(राजीव विश्‍नोई)

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2. मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ -226 001.
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 - ii) पूर्व मध्य रेलवे, हाजीपुर - 844 101.

DA: Nil



(राजीव विश्नोई)

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