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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

MC/LHB/Coach

Date: 31-3-2011

महाप्रबन्धक (इन्जी०)

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई— 400001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता — 700001
3. उत्तर रेलवे, बडौदा हाउस, नई दिल्ली — 110001
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई — 600003
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद — 500071
6. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता — 700043
7. पूर्वोत्तर रेलवे, गोरखपुर — 273012
8. पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी — 781011
9. पश्चिम रेलवे, चर्चगेट, मुम्बई — 400020
10. पूर्व मध्य रेलवे, हाजीपुर — 844101
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर, उड़ीसा — 751016
12. उत्तर मध्य रेलवे, हारिस्टिंग रोड, इलाहाबाद — 211001
13. उत्तर पश्चिम रेलवे, जयपुर — 302006
14. दक्षिण पश्चिम रेलवे, हुबली — 580023
15. पश्चिम मध्य रेलवे, जबलपुर — 482001
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर — 495004

**Sub: Final speed certificate for operation of EOG Non AC Chair Car LHB variant Coaches fitted with FIAT bogies upto maximum speed of 105 kmph on track maintained to other than C&M-I, Volume-I standard.**

1. RCF has built EOG Non AC Chair Car LHB variant Broad Gauge Coaches as per their drawing no. LJ90004, fitted with Fiat bogies. These Coaches have been built to the state of art technology and provided with disc brakes and CBC. The speed potential of these Coaches is 160km/h. The EOG Non AC Chair car LHB variant coach is similar to that of existing LHB AC EOG Chair car coach except, that AC equipments have not been fitted in these coaches.
- 1.1 Detailed oscillation trials of LHB AC EOG Chair car has been conducted up to maximum speed of 115 km/h and results as contained in RDSO's Report no. MT-233. On the basis of satisfactory results of oscillation trials this chair car has been cleared to run up to a maximum speed of 105 km/h on track maintained to other than C&M-I, Vol.-I standard vide this office letter of even no. dated 14.03.2001. On the basis of LHB AC EOG Chair car, CCRS/Lucknow has accorded sanction for dispensation of oscillation trials for EOG Non AC Chair car LHB variant coach vide letter no. क्यू-17016/03/2011- तौ वि०, dated 15.03.2011.
2. Based on the above, it is certified that EOG Non AC Chair car LHB variant coach is fit for operation upto maximum speed of 105 KMPH on track

maintained to other than C&M-I, Vol. I standard of Indian Railways subject to the conditions given below.

## 2.1 Track

- 2.1.1 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 the sleepers to 200 mm which may consist of at least 100 mm clean and the rest in caked up condition on compacted and stable formation.
- 2.1.2 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.
- 2.1.3 The maximum permissible speed on curves to be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual Second Reprint-2004.
- 2.1.4 (i) Wherever condition warrant on account of corrosion on rail/weld collar, wear of rail, cupping in the welds etc necessary precautions should be taken for fish plating/joggle fish plating of the rail/weld.
- (ii) Zonal Railways may impose such further restrictions of speed as deemed fit, based on the age and condition of track and the extent of fractures/weld failures/defect generation rate occurring in the sections.

## 2.2 Bridges

- 2.2.1 The clearance refers to bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 standard loadings. However, the bearings of span 78.8 m (effective) designed for BGML standard loading as per RDSO's drawing no. BA-11154 should be strengthened by providing two additional anchor bolts.
- 2.2.2 Superstructures and bearings of non-standard spans including Arches and sub-structures of all bridges shall be examined under the directions of the Chief Bridge Engineer concern 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 upto-date correction slips.
- 2.2.3 Zonal Railways shall certify the adequacy of existing bridges for permitted rolling stock based on physical condition of bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of Railway.
- 2.2.4 Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.

2.2.5 This clearance is subject to the following parameters of EOG Non AC Chair car LHB variant coach

(i) Maximum Axle Load	:	16.25 t
(ii) Maximum Braking Force	:	5.8 t
(iii) CG height above rail level	:	Not exceeding 1830 mm

2.2.6 Specific restrictions are applicable as mentioned in the relevant speed certificates of hauling single/multiple locomotives issued by RDSO.

### 2.3 Signaling

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

2.3.2 On the sections where EBD of more than 1 Km is to be catered for, second distant signal or automatic signaling should be available failing which suitable speed restriction is to be imposed.

### 2.4 Traction Installation

2.4.1 In 25kV a.c. traction area, the CEE of Railway shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provision of Chapter-V and V-A, Electric Traction "Schedule of Dimension of 1676 mm gauge (BG) revised 2004" is not violated and strictly followed to ensure its safe running".

#### DC traction

2.4.2 For DC OHE the condition of operation shall be specified by the CEE of the concerned Railways.

### 2.5 Rolling Stock

2.5.1 Before starting the operation, CME of the concerned Railways will certify the track worthiness and safety of the rolling stocks. He will also ensure proper maintenance of the stocks.

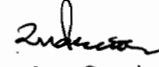
2.5.2 The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station. If the WSP of any coach becomes defective enroute, the brake system of that particular coach shall be isolated.

### 2.6 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, signaling and interlocking etc. shall be observed.

2.6.2 The Non AC Chair Car (EOG) LHB variant Coach infringes clauses 19 (b) and 20 (b) of Chapter IV (A) of Indian Railways BG Schedule of Dimensions, Revised 2004. These infringements of Non AC Chair Car (EOG) LHB variant Coach have been condoned by Railway Board vide their letter no. 2011/CEDO/SR/8, dated 28.03.2011.

- DA: 1. Rly. Board letter no.2011/CEDO/SR/8 dated 28.03.2011  
2. RCF's drawing no.LJ90004  
3. CCRS Letter no. क्यू-17016/03/2011- तौ वि०, dated 15.03.2011



(राजीव विश्नोई)

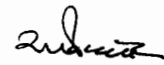
वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

1. सचिव (यांत्रिक/इलेक्ट/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/इलेक्ट/ओपरेटिंग/एस एण्ड टी)
  - i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई- 400 001.
  - ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700 001.
  - iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली - 110 001.
  - iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई - 600 003.
  - v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद - 500 071.
  - vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता - 700 043.
  - vii) पूर्वोत्तर रेलवे, गोरखपुर - 273 012.
  - viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी - 781 011.
  - ix) पश्चिम रेलवे, चर्चगेट, मुम्बई - 400 020.
  - x) पूर्व मध्य रेलवे, हाजीपुर - 844 101.
  - xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर, उड़ीसा-751016.
  - xii) उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद - 211 001.
  - xiii) उत्तर पश्चिम रेलवे, जयपुर - 302 006.
  - xiv) दक्षिण पश्चिम रेलवे, हुबली - 580 023.
  - xv) पश्चिम मध्य रेलवे, जबलपुर - 482 001.
  - xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, विलासपुर - 495 004.
4. मैनेजिंग डायरेक्टर, कोंकण रेलवे कार्पोरेशन लिमिटेड, बेलापुर, नवी मुम्बई - 400614

DA:

1. Rly. Board letter no.2011/CEDO/SR/8 dated 28.03.2011
2. RCF's drawing no.LJ90004
3. CCRS Letter no. क्यू-17016/03/2011- तौ वि०, dated 15.03.2011



(राजीव विश्नोई)

वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति



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

No. 2011/CEDO/SR/08

New Delhi, dated 28.03.2011

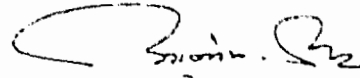
The Director General,  
RDSO, Manak Nagar,  
Lucknow-226011.

**Sub :** Condonation of infringement to maximum dimensions for newly manufactured Non-AC Chair Car (EOG) LHB Variant Coach.

**Ref :** Your office letter no. CT/DHS/3/Coaches, dated 11.3.2011.

With reference to your application referred above, sent through the CCRS, Lucknow, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation to only newly manufactured coach, i.e. the Non-AC Chair Car (EOG) LHB Variant Coach fitted with Centre buffer couplers & fiat bogies with 16.25t axle load capacity.

The design of this Non-AC Chair Car (EOG) LHB Variant Coach infringes Clause nos. 19(b) and 20(b) of Chapter-IV(A) of IR B.G. Schedule of Dimensions, Revised, 2004 as per Annexure-I, drawings & other details accompanying with your above referred letter.

  
(आलोक कुमार) 28.3.11

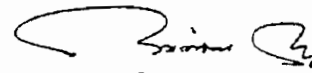
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा.रेलवे बोर्ड

No. 2011/CEDO/SR/08

New Delhi, dated 28.03.2011

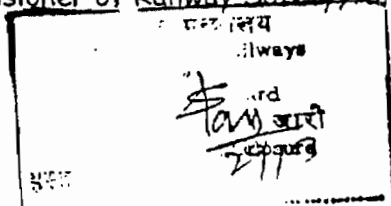
**Copy** forwarded for information to :

1. The Chief Commissioner of Railway Safety, compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. क्यू. 17012/01/2011 - त.वि., dated 15.3.2011.

  
(आलोक कुमार) 28.3.11  
कृते सचिव, रेलवे बोर्ड

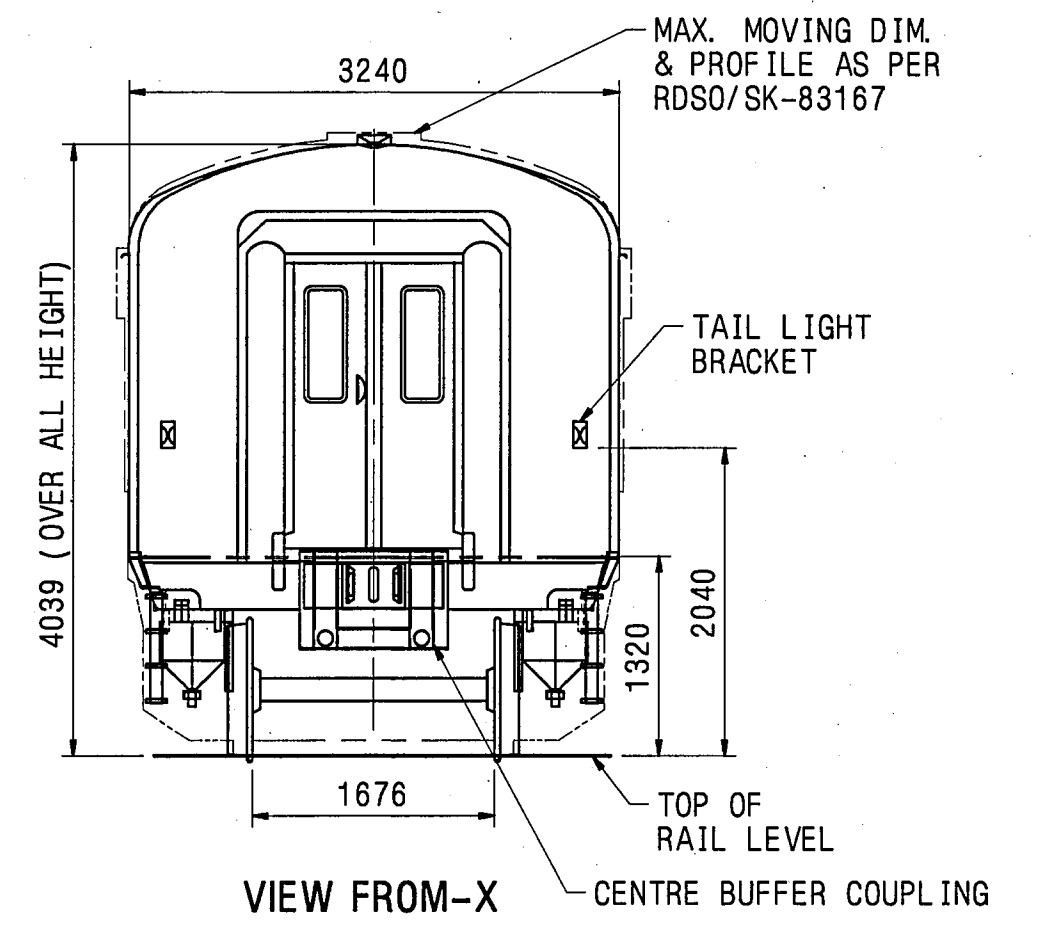
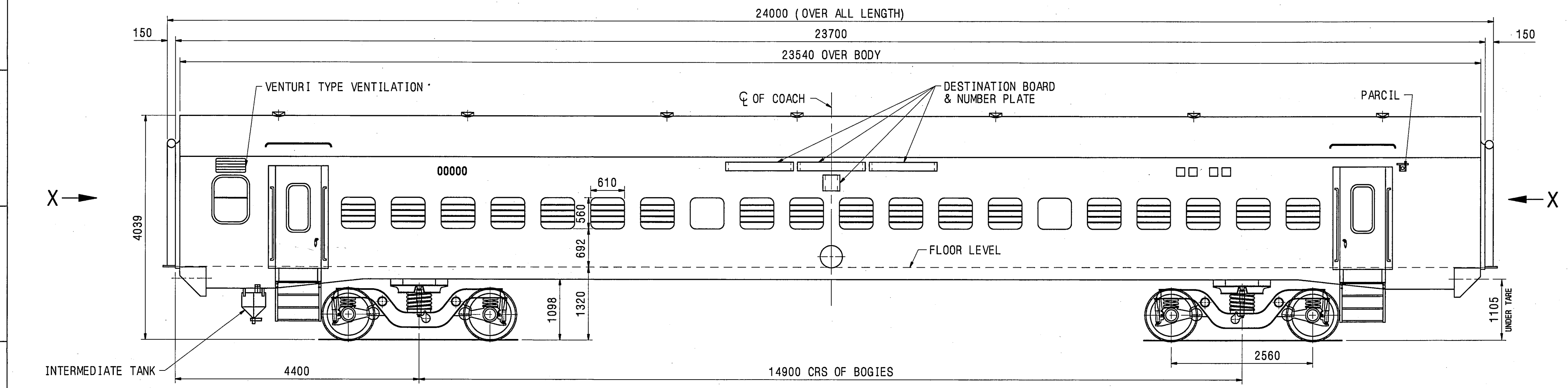
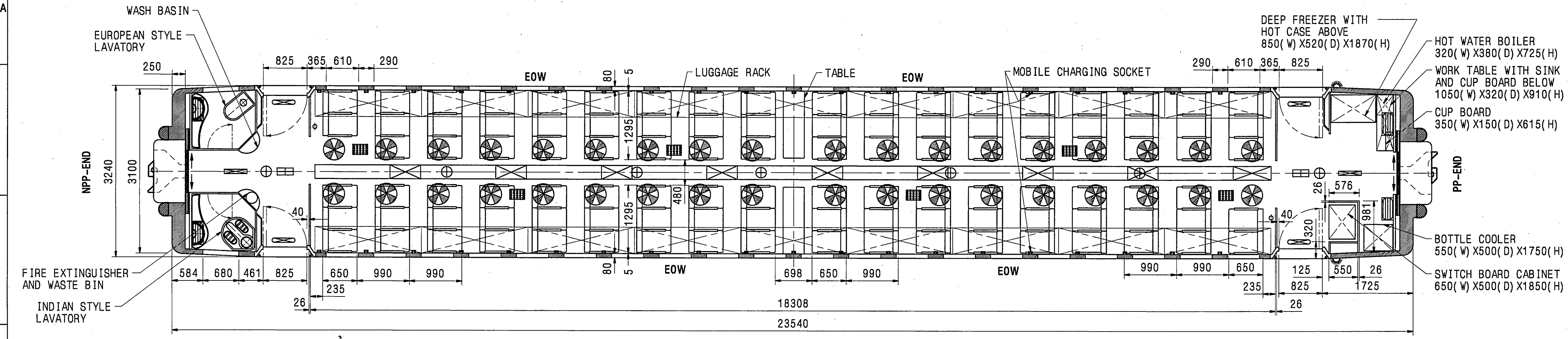
Copy to :

- (i) General Manager, All Indian Railways.
- (ii) Commissioner of Railway Safety, All circles.



ok

ALT. NO	ALT. DATE	ZONE	ALTERATIONS	AUTHORITY
NIL	NIL	NIL	NIL	NIL



- --- RAILWAY CREST
- □ □ --- RAILWAY
- 00000 --- COACH NUMBER
- ⊕ --- VENTILATOR
- ⊗ --- FAN FIXED TYPE (400MM SWEEP)
- ⊕ --- FLOURESCENT LIGHT (SINGLE)
- ⊕ --- COMPACT FLOURESCENT LIGHT (DOUBLE)
- ⊕ --- FLOURESCENT LIGHT (DOUBLE)
- ⊕ --- LAVATORY LIGHT
- ⊕ --- DISASTER EMERGENCY LIGHT (LHB TYPE)
- ⊕ --- DIFFUSER FOR BALLAST
- ⊕ --- LOUD SPEAKER
- ⊕ --- ALARM PULL
- ⊕ --- PARCIL
- EOW --- EMERGENCY OPENABLE WINDOW
- ⊕ --- MOBILE CHARGING SOCKET

**NOTE:-**

1. NO. OF PASSENGERS TO SEAT -----106
3. NO. OF DOOR ASIDE ----- 02
4. NO. OF LAVATORIES ----- 02
5. NO. OF EMERGENCY OPENABLE WINDOWS -- 04

भारतीय  
Enteria  
में  
Into  
कठिनाई को  
Date Date  
30 JUN 2010

NIL	LAYOUT OF LWSCZ (DURANTO)	NIL	NIL	NIL	NIL
WELD LENGTH	ITEM	DESCRIPTION & DIMENSIONS	ASSEMBLY	DETAIL DRG	NATL. & SPEC.
NIL	M	GROUP COACH LAYOUT & INSTALLATION	SUPERSEDES: NIL		
WEIGHT	FILE	\\LJ90004.prt (2D)			
NIL	KG	LAYOUT OF 2ND CLASS NON AC CHAIR CAR (EOG) (LHB SHELL ON FIAT BOGIES)			
S. AREA	M <sup>2</sup>	RAIL COACH FACTORY, KAPURTHALA			
LENGTH/DIA	M	REF.DRG.No. NIL			
24.000	M	SCALE 1:50			
WIDTH/THICK.	M	DRN MSKL			
3.240	M	PL NO. NIL			
HEIGHT	M	DRG.NO. LJ90004			
4.039	M	ALT. NIL SIZE A1 SHEET 1/1			

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FOR UNTOLERANCED DIMENSIONS REFER MDG0008      DATE OF FIRST ISSUE      25/06/2010      CGM BY      [Signature]

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0522-2233087

भारत सरकार  
नागर विमानन मंत्रालय  
रेल संरक्षा आयोग

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION  
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ-226 001  
Ashok Marg, Lucknow - 226 001

M. 15/03/2011

संख्या - वयू - 17015/03/2011-त0वि0

सेवा में,

कार्यकारी निदेशक (स्टैण्डर्ड) / कैरिज,  
अनुसंधान अभिकल्प एवम् मानक संगठन,  
मानक नगर,  
लखनऊ।

विषय: Introduction of EOG Non AC Chiar Car LHB variant Coach.

संदर्भ: आपका पत्र संख्या- MC/LHB/COACH दिनांक-07.03.2011।

कृपया अपने संदर्भ में दिये गये पत्र द्वारा भेजे गये विषयगत प्रस्ताव का संज्ञान ले, इस सम्बन्ध में मुख्य रेल संरक्षा आयुक्त द्वारा दोलन परीक्षण न करने सम्बन्धी फूट हेतु राहगति प्रदान की जाती है।

यह पत्र मुख्य रेल संरक्षा आयुक्त को अनुमोदनापरायण जारी किया जा रहा है।

15/03/2011  
(उत्तम प्रकाश)

उप रेल संरक्षा आयुक्त (यांत्रिक)