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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

AN ISO 9001
CERTIFIED
ORGANISATION

MC/LHB/Coach

Date: 31-12-2013

महाप्रबन्धक (इंजीनियरिंग)

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुंबई - 400001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता - 700001
3. उत्तर रेलवे, बड़ौदा 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, मालीगाँव, गुवाहाटी - 781011
9. पश्चिम रेलवे, चर्चगेट, मुंबई - 400020
10. पूर्व मध्य रेलवे, हाजीपुर - 844101
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर, उड़ीसा - 751016
12. उत्तर मध्य रेलवे, हास्टिंग 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: Amendment no. 02 to Final speed certificate for operation of BG Second Class Non AC EOG LHB variant Coaches (LS3) fitted on FIAT bogies with modified suspension at secondary stage upto maximum speed of 130 km/h with pay loads upto 18.5t maximum, on track maintained to C&M-I, Volume-I standard.

- Ref.: (i) This office speed certificate of even no. dated 16.01.2013 followed by amendment no. 01, dated 12.03.2013.
(ii) Central Railway letter no.601.L.9.LHB dated 06.03.2013

With reference to Central Railway letter referred (ii) above, it has been decided to modify the Para 2 & replace sub-para 2.1.3 under para 2.1 "Track" of speed certificate issued on 16.01.2013 and accordingly, speed certificate has been amended and Para 2 & sub-para 2.1.3 shall be read as under :

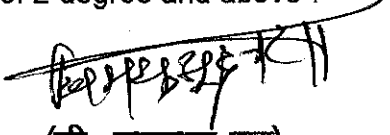
"Para 2

Based on the above trial results, it is certified that Second Class Non AC EOG LHB variant Broad Gauge Coach (LS3) is fit for operation upto maximum speed of 130 kmph on straight track, station yard, upto 120 kmph for curvature of 2 degree and above, with pay loads upto 18.5t maximum on track maintained to C&M-I, Vol.-I standard, subject to following conditions.

Sub-Para 2.1.3

2.1.3 The maximum permissible speed on curves shall be decided on the basis of existing provision of Indian Railway Permanent Way Manual, second reprint 2004 but should not exceed 120 kmph for curvature of 2 degree and above".

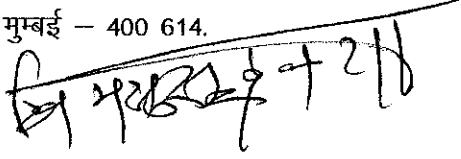
संलग्नक: Ref. (ii) above


(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/ इलेक्ट्रिकल /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, गार्डन रीच, कोलकाता - 700 043.
 - vii) पूर्वोत्तर रेलवे, गोरखपुर - 273 012.
 - viii) पूर्वोत्तर सीमान्त रेलवे, मालीगँव, 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-751 016.
 - xii) उत्तर मध्य रेलवे, हारिंग 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, बिलासपुर - 495 004.
4. मैनेजिंग डायरेक्टर, कोंकण रेलवे कार्पोरेशन लिमिटेड, बेलापुर, नवी मुम्बई - 400 614.

संलग्नक: Ref. (ii) above


(सी. मधुसूदन राव)
कार्यकारी निदेशक मानक/चालन शक्ति

Sr. Executive Director

RDSO/LK

(Kind attention- Shri Shivendar Singh/ Director (Cog.)/RDSO)

Sub: Final speed certificate for operation of Second class Non AC EOG LHB variant Coaches (LS3) fitted on FIAT bogies with modified suspension at secondary stage upto maximum speed of 130 km/h, with pay loads up to 18.5t maximum, on track maintained to C&M-I, Volume-I

AND

Final speed certificate for operation of BG Second Class Non AC EOG LHB variant Coaches (LS3) fitted on FIAT bogies with modified suspension at secondary stage, up to maximum speed 105 km/h, with pay loads up to 18.5t maximum, on track maintained to other than X&M-I, Volume-I standard

- Ref: 1. RDSO speed certificate no. MC/LHB/Coach (HS) Dt. 16.01.2013 - 101
2. RDSO Speed certificate no. MC/LHB/Coach (ML) Dt. 16.01.2013 - 2136

Para no.2.1.3 of reference-1 is reiterated below:

The maximum permissible speed on curves shall be decided on the basis of existing provisions of the Indian Railway Permanent Way Manual, second reprint-2004 but should not exceed 110 kmph for curvature of track 2° and beyond 2° . However, in case of curve lower than 2° , maximum permissible speed will be 125 kmph.

Para no.2.1.3 of reference-2 is reiterated below:

The maximum permissible speed on curves shall be decided on the basis of existing provisions of the Indian Railway Permanent Way Manual, second reprint-2004 but should not exceed 100 kmph for curvature of track beyond 1° . However, in case of curve up to 1° , maximum permissible speed will be 105 kmph.

There are many locations on the central railway where curvature is more than 1° ; therefore it will be difficult to impose 100 kmph PSR on so many locations. Even if the PSR is imposed, observation of these PSR for particular trains with the composition of BG Second Class Non AC EOG LHB variant Coaches (LS3) will be extremely difficult. Alternatively if the sanction for these types of coaches is taken for 100 kmph on Central Railway, then these coaches cannot be added to the other train composition in future.

In view of the above, RDSO may like to review para no.2.1.3 of above final speed certificates. The proposal of CRS sanction for running of these coaches on Central Railway is awaited till the review of para no.2.1.3 by RDSO/further guidelines from RDSO.

(Sachin Dighde) 06/03
Dy-CME(P&F)

C/- Executive Director (Cog)/RDSO.
Director (Cog.) Rly. Board.

अधीक्षक, निदेश/सं. डिप्टी
Exec. Dir. /Cdg/Carriage
अधीक्षक/सं.एस. (प्रभागी)
Director/CS (I/c)
अधीक्षक/सं. एस. एन

9/2
24/3