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91-0522-2450679
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

MC/LHB/Coach

Date:12.12.2012

महाप्रबन्धक (इंजीनियरिंग)

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई— 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली — 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई — 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद — 500 071.
6. दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता — 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर — 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी — 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई — 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर — 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर, उड़ीसा—751 016.
12. उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद — 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर — 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली — 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर — 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर — 495 004.

Sub: Final Speed Certificate for operation of Second Class Non AC EOG LHB variant Coaches (LS2) fitted on FIAT bogies with modified suspension at secondary stage upto maximum speed of 130 km/h, with pay loads upto 16T maximum, on track maintained to C&M-I, Volume-I standard.

1. RCF has built Second Class Non AC EOG LHB variant Broad Gauge Coach (LS2) as per RDSO's drawing no. LG-90010, fitted with modified suspension to RCF drawing no. LG90018 fitted at secondary stage on Fiat bogies. These Coaches have been built to the state of art technology and provided with disc brakes and CBC.
 - 1.1 Detailed oscillation trials of Second Class Non AC EOG LHB variant Broad Gauge Coach (LS2) have been conducted over Gwalior-Mathura-Agra section of Northern Railway & North Central Railway up to maximum speed of 145 km/h, with pay loads upto 16T maximum, on track maintained to C&M-I, Volume-I standard and results are contained in RDSO's Report no. RDSO/2012/TG/MT-1224/F Rev.-0, dated 30.11.2012, Amendment –Nil.
 2. Based on the above trial results, it is certified that Second Class Non AC EOG LHB variant Broad Gauge Coach (LS2) is fit for operation upto maximum speed of 130 km/h with pay loads upto 16T maximum on track maintained to C&M-I, Vol. I standard. In this connection , the following conditions apply:

2.1 Track

- 2.1.1 The track shall be to a minimum standard of 52 Kg rail on sleepers with M+7 density and minimum depth of ballast cushion below the sleeper of 250mm.

which may consist of at least 100 mm clean and the rest in caked up condition on compact and stable formation and track maintained to C&M-I, Vol. I standard.

- 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 shall be decided on the basis of existing provision of the Indian Railway Permanent Way Manual, second reprint-2004 but should not exceed 110kmph for curvature of track 2^0 and beyond 2^0 . However, in case of curve lower than 2^0 , maximum permissible speed will be 130kmph.
- 2.1.4 Joggled fish plating of welds should be done as per provision of para 6.4 and para 6.6 of chapter-6 of USFD Manual and para 6.3 of AT welding manual and policy instructions of Railway Board. Fish plating of rail should also be ensured as per para 251 of IRPWM-2004 regarding maintenance of rail joints.
- 2.1.5 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.
- 2.1.6 The track maintenance shall be in accordance with the recommendations contained in RDSO report no. C&M-I, Vol. I. In this connection, the instructions for the 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 letters no. 71/W6/HS/8 dated 27.8.1971 and 71/W6/HS/1 dated 21.10.1971 should also be followed.

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 The above clause has been arrived considering bridges are in physically sound condition. Zonal Railway to certify the adequacy of bridges for permitting rolling stocks based on physical condition of bridges.
- 2.2.4 Location of bridges on which speed restrictions have been 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 Second Class Non AC EOG LHB variant Broad Gauge Coaches (LS2)

(i) Maximum Axle Load	:	16.25 t
(ii) Maximum Braking Force	:	5.8 t
(iii) Max. CG height from Rail Level	:	Not to exceed 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 AC traction area, the CEE of 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 "Schedule of Dimensions of 1676 mm gauge (BG) revised 2004" with latest Addendum & Corrigendum Slips is not violated and strictly followed to ensure its safe running".

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/CEE of the concerned Railways shall certify the track worthiness and safety of the rolling stocks. He shall 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 This coach infringes IR Schedule of Dimensions (BG) Revised-2004, in respect of Clause No. 19(b), 20(b) of Chapter IV (A). Similar infringements have already been condoned by Railway Board vide letter no. 2011/CEDO/SR/08 dated 28.3.2011 for Non-AC Chair Car (EOG) LHB variant coach. Never the less, proposal for formal condonation in respect of the LS2 coach has been sent to CCRS vide RDSO's letter no. CT/DHS/3/Coaches, dated 03.12.2012. Commercial run of the coach may be done after receipt of formal condonation from Railway Board.

2.6.3 Zonal railways shall ensure that the load in this coach should not exceed more than its designed load i.e. 16T maximum (approx.200 passengers).

DA:

1. Railway Board letter no. 2011/CEDO/SR/08 dated 28.3.2011.
2. RDSO's drawing no.LG-90010
3. RCF drawing no. LG90018



(राजीव विश्नोई)

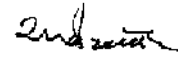
वरिष्ठ कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

1. सचिव (यांत्रिक/ इलेक्ट्रिकल /इंजीनियरिंग-जी), रेलवे बोर्ड, रेल भवन, नई दिल्ली-110 001
2. मुख्य रेल संस्था 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, मालीगाँव, 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.

DA:

1. Railway Board letter no. 2011/CEDO/SR/08 dated 28.3.2011
2. RDSO's drawing no.LG-90010
3. RCF drawing no. LG90018



(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

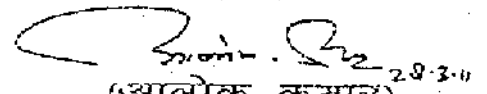
The Director General,
RDSO, Manak Nagar,
Lucknow-226011.

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

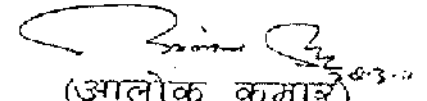
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा.रेलवे बोर्ड

No. 2011/CEDO/SR/08

New Delhi, dated 28.03.2011

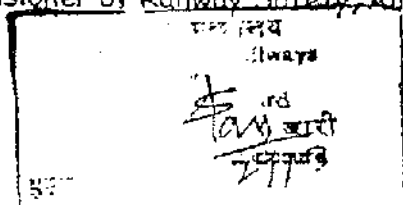
Copy forwarded for information to :

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 :

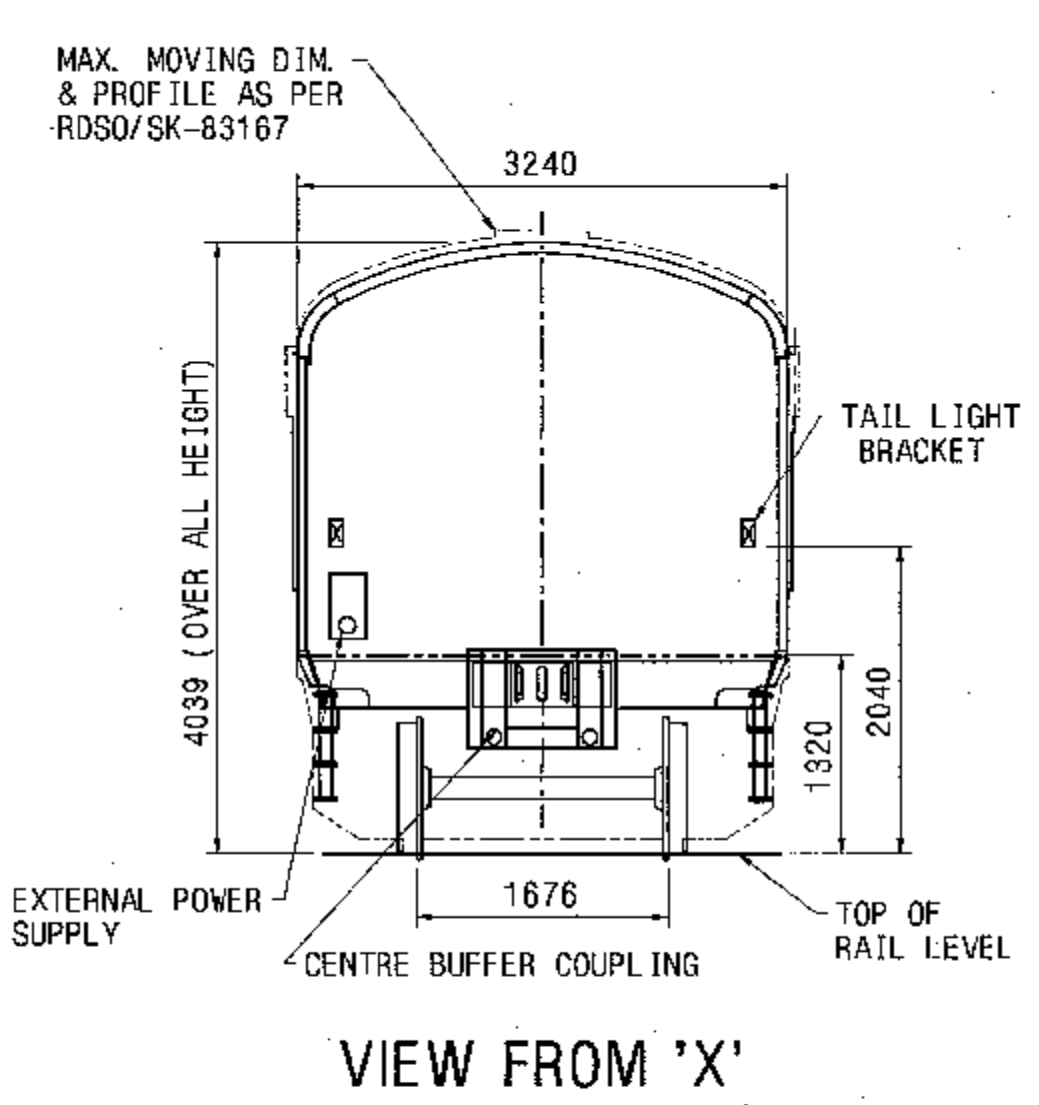
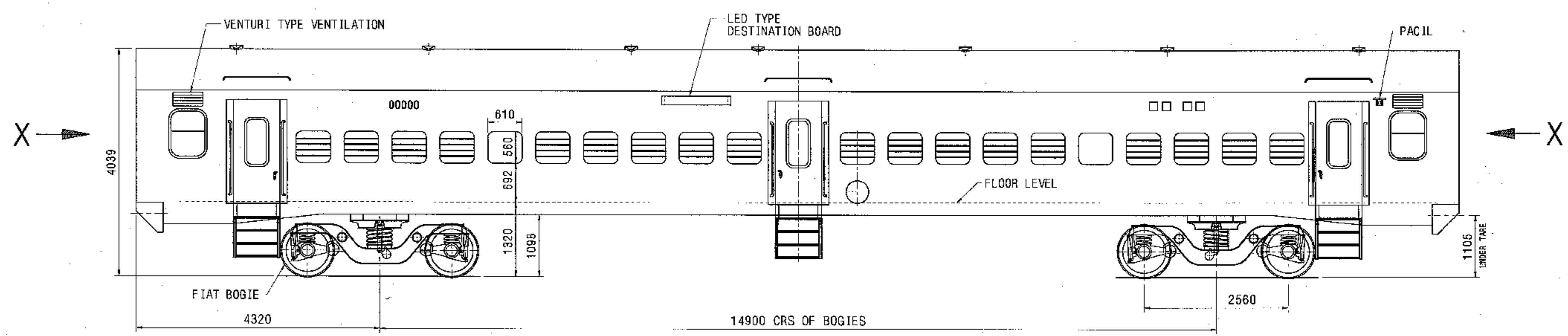
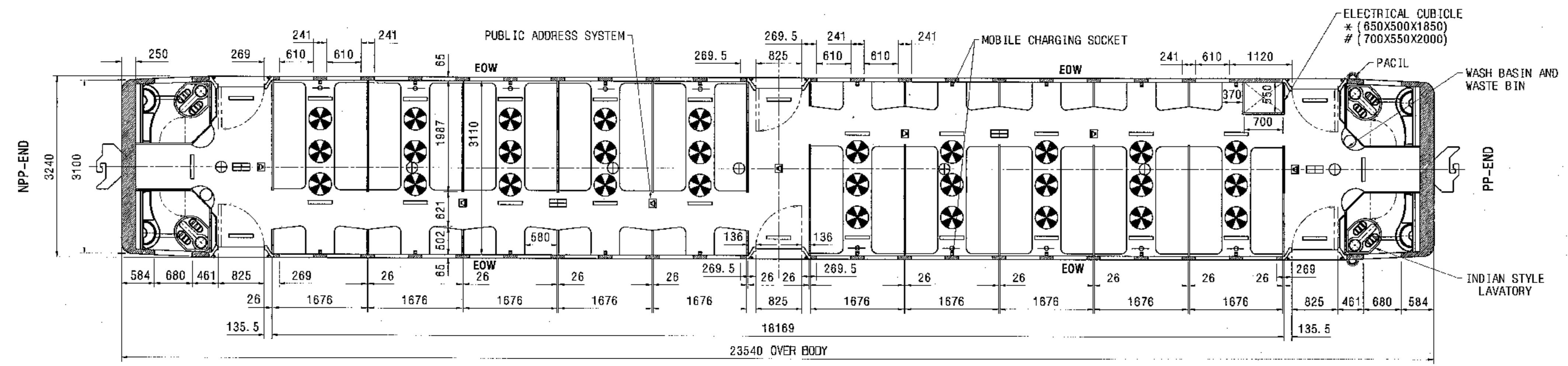
- (i) General Manager, All Indian Railways.
- (ii) Commissioner of Railway Safety, All circles.



ok

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Law सारी
2011

15	16	17	18	19
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
- ⊡ --- DISASTER EMERGENCY LIGHT. (LHB TYPE)
- ⊖ --- ALARM PULL
- ⊞ --- PACIL
- EOW --- EMERGENCY OPENABLE WINDOW
- ⊞ --- MOBILE CHARGING SOCKET
- ⊞ --- PUBLIC ADDRESS SYSTEM (PAS)

NOTE:-

- NO. OF PASSENGERS TO SIT -99
- NO. OF DOOR ASIDE -03
- NO. OF LAVATORIES -04
- NO. OF EMERGENCY OPENABLE WINDOWS -04

* INDICATE ELECTRICAL DIMENSIONS (LXWXH).
INDICATE CLEAR SPACE (LXWXH).

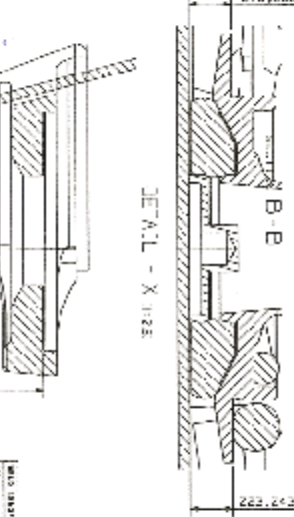
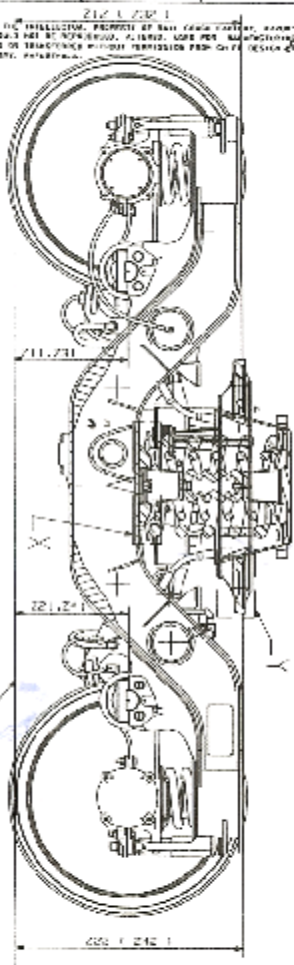
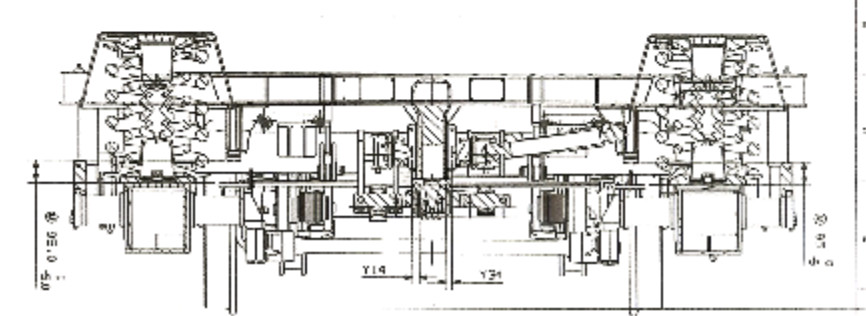
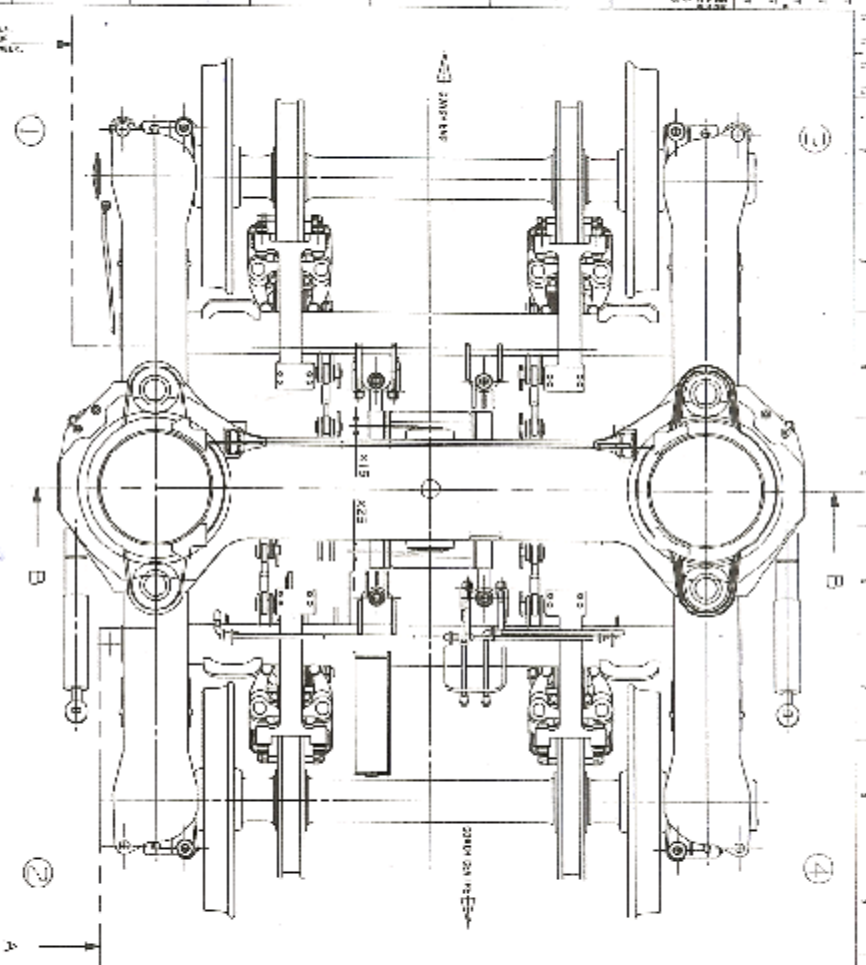
NIL LAYOUT LES EOG COACH		NIL	NIL	NIL	NIL
WELD LENGTH	ITEM	DESCRIPTION & DIMENSIONS	OPASSLY	DETAIL DRG	MATL. & SPEC.
NIL	M	GROUP	SUPERSEDES: NIL		
WEIGHT	FILE	\\NLG90010.PRT (2D)			
NIL	KG	LAYOUT OF GS COACH (EOG) (LHB SHELL ON FIAT BOGIES)			
S. AREA	M ²	SCALE	SSE/REC	CHK	MSKL
NIL	M ²	1:50			
LENGTH/DIA	M	DRN	MSKL		
24.000	M	RAIL COACH FACTORY, KAPURTHALA			
WIDTH/THICK.	M	REF.DWG. NO. NIL			
3.240	M	PL NO. NIL			
HEIGHT	M	DRG. NO. LG90010			
4.039	M	ALT. NIL SIZE A SHEET 1/1			

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FOR UNTOLERANCED DIMENSIONS REFER MDG0008

23 DEC 2010



NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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NOTE:
 AFTER LOCATING OF COILS, BEYOND THE POINT OF CONTACT, THE COILS SHOULD BE KEPT AT THE POINT OF CONTACT FOR A PERIOD OF 24 HOURS TO ALLOW THE COILS TO SETTLE AND TO ELIMINATE ANY AIR BUBBLES WHICH MAY BE TRAPPED IN THE COILS DURING THE WINDING PROCESS.

ANY UNUSUAL ATTENTION SHALL BE PAID TO THE FOLLOWING DIMENSIONS:
 FOR DIMENSIONS REFERRED TO BY DIMENSIONAL SYMBOLS, REFER TO THE DIMENSIONAL SYMBOLS IN THE DRAWING.

DATE: 12-1-58

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10	NO. 11	NO. 12	NO. 13	NO. 14	NO. 15	NO. 16	NO. 17	NO. 18	NO. 19	NO. 20	NO. 21	NO. 22	NO. 23	NO. 24	NO. 25	NO. 26	NO. 27	NO. 28	NO. 29	NO. 30	NO. 31	NO. 32	NO. 33	NO. 34	NO. 35	NO. 36	NO. 37	NO. 38	NO. 39	NO. 40	NO. 41	NO. 42	NO. 43	NO. 44	NO. 45	NO. 46	NO. 47	NO. 48	NO. 49	NO. 50	NO. 51	NO. 52	NO. 53	NO. 54	NO. 55	NO. 56	NO. 57	NO. 58	NO. 59	NO. 60	NO. 61	NO. 62	NO. 63	NO. 64	NO. 65	NO. 66	NO. 67	NO. 68	NO. 69	NO. 70	NO. 71	NO. 72	NO. 73	NO. 74	NO. 75	NO. 76	NO. 77	NO. 78	NO. 79	NO. 80	NO. 81	NO. 82	NO. 83	NO. 84	NO. 85	NO. 86	NO. 87	NO. 88	NO. 89	NO. 90	NO. 91	NO. 92	NO. 93	NO. 94	NO. 95	NO. 96	NO. 97	NO. 98	NO. 99	NO. 100
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REVISIONS:

NO.	DATE	DESCRIPTION
1	12-1-58	ISSUED FOR MANUFACTURE

PL. NO. 111
 DRG. NO. 1090018

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LOAD PER BCG/FE	STATIC TESTING WITH NEW WHEEL DIA 915mm	
	TARE	G-3035
	134.22 KN	273.3 KN
Z1:	SPECIFIED	ACTUAL
Z21:		
Z31:	464 ± 4	444 ± 4
Z41:		
Δ Z11...Z41:	≤ 3	
Z13...Z23	921.5 ⁺⁰ ₋₂	945.5 ⁺⁸ ₋₂
Z33...Z43	44 ± 3	
Δ Z13...Z23	≤ 6	
Δ Z33...Z43	≤ 8	
Y14	25 ± 5	
Y34		
X15	+5	
X25	B -2	

ACT. NO.	ACT. DATE	DATE	ATTENDING	ACT. COST
NIL	NIL	NIL	NIL	NIL

SCALE: 1/200
 DIMENSIONS OF REINFORCEMENT IN mm

ACT. NO.	ACT. DATE	DATE	ATTENDING	ACT. COST
NIL	NIL	NIL	NIL	NIL
ACT. NO.	ACT. DATE	DATE	ATTENDING	ACT. COST
NIL	NIL	NIL	NIL	NIL

SCALE MEASUREMENT SHEET
 OBSERVATIONS & DISCREPANCIES
 SUSPENSION DIAGRAM OF LHB/GS
 COACH WITH SHALIMAR SPRING
 WITH 32mm SHIM

DETAIL DROPS STARTING WITH "L" ARE INTERNAL REFERENCE LISTS ONLY AND ARE NOT FOR ISSUE.
 THIS IS A COMPUTER GENERATED DRAWING. ANY MANUAL ALTERATION SHALL AUTOMATICALLY RENDER IT INVALID.
 FOR UNID-DRAWING DIFFERENCES REFER MODE/308 DATE OF P/ISS- SSUE 12/03/2012 CGM BY

ACT. NO.	ACT. DATE	DATE	ATTENDING	ACT. COST
NIL	NIL	NIL	NIL	NIL
ACT. NO.	ACT. DATE	DATE	ATTENDING	ACT. COST
NIL	NIL	NIL	NIL	NIL

PL NO. NIL
 DRG. NO. LG90013
 DATE 2/2/22