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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

No. MC/LHB/COACH

Date: 09.04.2015

महाप्रबन्धक (इंजीनियरिंग),

1. उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली – 1100 01
2. उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद – 211001

**Sub: Revised Speed Certificate for operation of Shatabdi Express and other similar trains hauled by single WAP5 class of locomotive comprising maximum 12 numbers of LHB AC (EOG) coaches including two Generator Vans on New Delhi – Agra Cantt.- New Delhi section of Northern Railway & North Central Railway upto a maximum speed of 160 kmph, on track maintained to C&M-I, Vol.-I standard.**

- Ref: i) This office speed certificate no. MC/LHB/COACH dated 22.07.2014 followed by amendment no.1 dated 02.09.2014 & amendment no.2 dated 23.12.2014  
 (ii) CRS Northern Circle letter nos. 2012/Q-12/(11)/NC/977-979,2014/Q-15/LHB/NC/983-985 and 2014/Q-15/LHB/NC/980-982 dated 11.02.2015.  
 (iii) Railway Board letter no. 2015/CEDO/SR/04 dated 16.3.2015.

Vide reference (ii) above, CRS/ Northern Circle has advised to issue a revised speed certificates for operation of WAP5 locomotive, BG EOG type LHB AC Chair Cars and BG LHB Generator Van. In this context, vide reference (iii) above, a meeting was held at Railway Board on 20.3.2015. Accordingly final speed certificates for operation of WAP5 locomotive, BG EOG type LHB AC Chair Cars and BG LHB Generator Van upto maximum speed of 160 kmph on track maintained to C&M-I, Vol-I standard have been revised vide RDSO speed certificate nos. SD.WAP5.11dated 28.03.2015 and MC/LHB/Coach dated 08.04.2015. Since, the speed certificates of stocks involved in subject train have been revised, therefore it is required to revise the speed certificate for operation of Shatabdi Express and other similar trains hauled by single WAP5 class of locomotive comprising maximum 12 numbers of LHB AC (EOG) coaches including two Generator Vans on New Delhi – Agra Cantt.- New Delhi section of Northern Railway & North Central Railway upto a maximum speed of 160 kmph, on track maintained to C&M-I, Vol.-I standard duly incorporating earlier amendments of even nos. dated 02.09.2014 & 23.12.2014 in the original speed certificate no. MC/LHB/COACH dated 22.07.2014. Accordingly, Speed Certificate of subject train has been revised duly incorporating earlier amendments in the original speed certificate no. MC/LHB/COACH dated 22.07.2014, which shall be read as under:

- 1.0 Shatabdi Express train service between New Delhi – Agra Cantt comprising of LHB AC EOG coaches at 150 km/h are already in operation. A speed certificate regarding this had been issued vide RDSO letter no. SD.Pol.12.10 dated 17.06.2004 and subsequent amendment dated 28.02.2005 to all concerned.

- 1.1. Indian Railways had signed a contract with M/s LHB Germany for supply of 24 nos. all metal lightweight high-speed BG AC coaches along with transfer of technology. RCF has built LHB AC/Non AC EOG broad gauge coaches fitted with FIAT bogies under Transfer of Technology from M/s. ALSTOM-LHB. The AC coaches, generally to RDSO drawing no. Sk. 96077 and to RCF's drawing no. LE 90009 have a speed potential for operation at a maximum speed of 160 km/h, on track maintained to standards contained in RDSO's Report No. C&M-I Vol.-I. These coaches have been built to the-state-of-art technology, fitted with disc brakes and centre buffer couplers and have a unique feature of wheel slide protection device (WSP), to prevent formation of wheel flats.
- 1.2 LHB AC EOG Chair car has undergone detailed oscillation trials up to test speed of 180 kmph on Palwal - Mathura section of Northern Railway & North Central Railway on track maintained to C&M-I, Vol.-I standard. The test results of trials as contained in RDSO Report no. MT-240, exhibit satisfactory riding and stability behavior, upto test speed of 180 kmph on track maintained to C&M-I, Vol.-I standard. The LHB AC Generator Van has undergone detailed oscillation trials up to test speed of 145 kmph on Palwal - Mathura section of Northern Railway & North-Central Railway and from 145 kmph upto 180 kmph on Ghaziabad -Tundla section of North-Central Railway on track maintained to C&M-I, Vol.-I standard. The test results of trials as contained in RDSO Report no. MT-274 and MT-282 respectively. The test results of these trials exhibit satisfactory riding and stability behavior, upto test speed of 180 kmph on track maintained to C&M-I, Vol.-I standard. Based on the results, a speed certificate for regular operation of LHB AC chair cars and LHB AC Generator Vans at a maximum speed of 160 km/h on track maintained to C&M -I Vol.-I standard have been issued vide RDSO's letter no. MC/LHB/Coach dated 19.3.2003 followed by partial amendment dated 27.2.2004 & amendments dated 18.11.2014 & 20.12.2014 for LHB AC EOG Chair Cars and MC/LHB/COACH, dated 20.3.2003 followed by partial amendment dated 27.2.2004 & amendments dated 18.11.2014, 20.12.2014 & corrigendum no. 01 dated 08.01.2015 to amendment no. 02 for LHB Generator Van. Now, after incorporating earlier relevant amendments in the original speed certificates, revised final speed certificate for operation of BG EOG type LHB AC Chair Cars and BG LHB Generator Van have been issued vide MC/LHB/COACH dated 08.04.2015.
- 1.3 Coupler force and EBD trials of 18 numbers of LHB AC EOG coaches with single WAP5 Locomotive have been conducted on NDLS-CNB-NDLS section of Northern Railway and North Central Railway and the test results as contained in Report no. MT-283 (March 2001) are found within limit.
- 1.4 The Confirmatory Oscillograph Car Runs of 12 numbers of LHB AC EOG coaches hauled by single WAP5 Locomotive have been conducted on New Delhi – Agra Cantt section of Northern Railway and North Central Railway in both Up and Down directions upto a maximum speed of 160 km/h. The test results as contained in RDSO's Report no. RDSO/2014/TG/MT-1346/F Rev.0 Amendment-Nil, dated 10.07.2014, exhibit satisfactory riding and stability behavior upto maximum speed of 160 kmph.
- 1.5 WAP5 class of locomotives imported from M/s ABB, Switzerland have undergone detailed oscillation trials at maximum speed of 180 kmph and the results are contained in RDSO's report no. MT-88 (June,1997). Based on the results, WAP5 class of locomotives have been cleared for operation up to a maximum speed of 160 kmph on track maintained to standards laid down in RDSO report no. C&M-I Vol.I vide RDSO's letter no. SD.WAP5.11 dated 19.06.1997 followed by amendments dated 23.10.2006, 20.01.2012, 13.06.2012 & 20.12.2014. Now, after incorporating earlier amendments in the original speed certificate, revised

final maximum permissible speed certificate of WAP5 class of locomotive has been issued vide SD.WAP5.11 dated 28.03.2015.

2.0 Based on the above, it is certified that Speed Certificate for operation of Shatabdi Express and other similar trains hauled by single WAP5 class of locomotive comprising maximum 12 numbers of LHB AC EOG coaches including two Generator Vans may be permitted to operate upto a maximum speed of 160 kmph on New Delhi – Agra Cantt – New Delhi section of Northern Railway & North Central Railway, on track maintained to C&M-I, Vol.-I standard subject to the following conditions:

## 2.1 Track

2.1.1 The track shall be to a minimum standard of 60kg/90UTS rail laid on PRC sleeper with 1660 sleeper density on 300mm ballast cushion below the sleepers which may consist of at least 150mm clean and rest in caked up condition, on compacted and stable formation. However, sections which are cleared for 150kmph can be used for limited 160kmph train operation with the same stipulation with which 150kmph speed was introduced i.e. with track structure of 52 Kg/90UTS rails laid on PSC sleepers.

The track shall be maintained to the standards recommended in RDSO's report no. C&M-I, Vol.-I. In this connection, the instruction for maintenance of track on high speed routes, circulated to the railways under RDSO's DO letter no. CRA/509 dated 07.07.1971 and approved by Railway Board vide letters no. 71/W6/HS/8 dated 27.08.1971 and 71/W6/HS/1 dated 21.10.1971 should also be followed.

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 roadbed 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 the existing provisions of the Indian Railways Permanent Way Manual second reprint 2004.

2.1.4 Zonal Railway shall ensure that all turnouts on section are with fixed heel curved switches laid on PSC sleeper layout with CMS crossings with adequate arrangement to ensure designed geometry of turnouts. Turnouts with thick web switches shall be preferred on such routes. Provision of clamp type lock along with thick web switches in facing direction on mainlines shall be ensured. Other turnouts on the route shall be provided with thick web switches in planned manner.

2.1.5 The welds shall be protected by joggled fish plates as per provisions of Para 6.4 and Para 8.14 of USFD Manual and Para 6.3 of AT welding manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per Para 250 & 251 of IRPWM. In addition, wherever condition warrants on account of corrosion on rail/weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating/ joggled fish plating.

2.1.6 Zonal Railways 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.

2.1.7 Preferably Improved SEJ should be provided on such routes.

2.1.8 Stretches of existing weak formations (where permanent/ temporary speed restriction is imposed), if any, will have to be rehabilitated/ strengthened first before permitting higher speeds.

2.1.9 Track recording/ monitoring shall be ensured as per frequency specified in Para 606, 615(3) and 618(3) of Indian Railways Permanent Way Manual, Second Reprint-2004. Zonal Railways shall interpret the results of OMS runs/ TRC and Oscillograph Car Run and impose suitable speed restrictions wherever considered necessary.

## 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 & MBG-1987 standard loadings. However, the bearings of span 78.8 mtrs. (effective) designed for BGML standard loading as per RDSO's drg. No. BA-11154 should be strengthened by providing two additional anchor bolts.

2.2.2 All other designs of superstructures and sub-structures are to be examined under the directions of the Principal Chief Engineer/Chief Engineer (Co-ordination) concerned 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 Foundation Code, etc. read with up to date correction slips.

2.2.3 This clearance is subject to the following parameters of locomotive and LHB AC EOG coaches:

(A) For Locomotive:

S. No	Description	WAP5
1.	Max. axle load	19.5 ±2% t
2.	Max. tractive effort	26.3 t
3.	Max. braking force at rail level	16.3 t

(B) For LHB AC (EOG) Coaches

i) Executive AC Chair Car Coach (LWFCZAC)

Maximum axle load : 16.25 t  
Maximum Braking Force : 5.8 t / Coach  
(at 3.8 kg/cm<sup>2</sup> BC pressure)  
Max. CG height from rail level : Not exceeding 1830mm

ii) Second AC Chair Car Coach (LWSCZAC)

Maximum axle load : 16.25 t

Maximum Braking Force : 5.8 t / Coach  
(at 3.8 kg/cm<sup>2</sup> BC pressure)  
Max. CG height from rail level : Not exceeding 1830mm

iii) Generator van (LWLRRM)

Maximum axle load : 16.25 t  
Maximum Braking Force : 6.6 t / Coach  
(at 3.8 kg/cm<sup>2</sup> BC pressure)  
Max. CG height from rail level : Not exceeding 1830mm

2.2.4 Location of bridges on which speed restrictions imposed shall be notified by the railways and incorporated in the working time table.

2.2.5 The above clause have been arrived considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by concern Chief Bridge Engineer of zonal railway.

### 2.3 Signalling

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

2.3.2 MACLS shall be provided with two distant signal or four aspect automatic signaling. If two distant signals are provided than first distant signal shall be located at a distance of 1 km in rear of the home signal and the second distant signal at a distance of 2 km in rear of the home signal. This stipulation shall also be applicable to the IBS and interlocked gates located in the block section.

2.3.3 All manned level crossing gates shall be provided with telephone communication with the nearest station.

2.3.4 Following provisions are mandatory.

- i) Electrical operation of points and means for locking both switches.
- ii) Electrical means for lock detection and independent switch detection by the respective signals.
- iii) The interlocking between signal and points shall be by electrical or electronic means (PI/RR/SSI)
- iv) Track circuiting of all running line from first stop signal to last stop signal.
- v) At stations provided with central panel interlocking arrangement for verifying complete arrival of train by suitable means (Axle counter/ track circuit block proving)
- vi) Means for directly holding the closed switch rail to corresponding stock rail and preventing the points from being unlocked during the passage of the train (clamp lock) is required for facing point.
- vii) For 160 kmph operation, TPWS of type cleared by RDSO shall be mandatory.

2.3.5 25Watts VHF sets shall be provided in the locomotive & guards van for communication between loco pilot, guard and adjacent station master till such time mobile train radio communication work is commissioned in the section.

## 2.4 Traction Installation

2.4.1 The 25 kV AC OHE shall have swiveling type cantilever assembly having tension in the conductors, regulated automatically with a presag. The presag of 50/100 mm ( 0.8 mm per metre /1.6 mm per metre presag) is on the contact wire for a maximum span of 72 m, proportionately less for smaller spans.

The gradient of contact wire and the difference in the gradient of contact wire between two adjacent spans (relative gradient) may be kept as 3 mm/metre and 1.5 mm/ metre respectively.

The above presag as well as gradient of contact wire are for running of one to two trains each way at 160 kmph.

2.4.2 In case of locations where 25 KV AC porcelain section insulators are installed on main line and lies within first 1/10<sup>th</sup> and 1/3<sup>rd</sup> of the span, immediately after the OHE Structure and the Runners are in trailing direction, the maximum speed shall be 120 kmph. At all other locations where 25 KV AC Porcelain Section Insulators are installed, the speed shall be limited to 80 kmph.

2.4.3 It will be ensured that the cantilevers in the section have BFB Steady Arm Assembly with 25 mm Drop Bracket.

2.4.4 The current collection shall be made through one number Pantograph fit for high speed operation. The pantograph shall be checked before and after the use.

2.4.5 Retro-reflective number plates shall be provided as per Board's guidelines circulated vide letter no.2001/Elec (G)/170/1 Pt. dated 21.02.2012.

2.4.6 Cross type OHE to be modified to overlap type, if not already provided.

2.4.7 For running of more than two trains at 160 kmph, following inputs may be planned to improve the current carrying capacity as per the requirement.

- (a) Augmentation of TSS capacity or provision of new TSS or 3<sup>rd</sup> Bay in existing TSS as required for meeting current requirement.
- (b) Augmentation of current carrying capacity of OHE by provision of feeder wire, if required.
- (c) PTFE type short neutral section should be provided in front of new TSS.
- (d) On existing OHE, the contact wire gradient shall be reduced from 3 mm/ metre to 2 mm/ metre and difference in Contact wire gradient between two adjacent spans be reduced from 1.5 mm/ metre to 1 mm/ metre.

2.4.8 In 25 kV AC Traction area, the Chief Electrical Engineer of the concerned 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 of Schedule - I of 'Schedule of Dimensions of 1676 mm Gauge (BG) Revised 2004' with latest Addendum & Corrigendum Slips is not violated.

2.4.9 Any temporary speed restriction, on the basis of performance/experience of the Sectional OHE and the field conditions prevailing on the particular section, may be imposed by the Traction Distribution Officers.

## **2.5 Rolling Stock**

2.5.1 Before starting the operation, Mechanical department of the concerned Railway shall arrange to certify the track worthiness and safety of the rolling stocks. He shall also ensure proper maintenance of the stock. However where the maintenance of rolling stock is being done by Electrical Department, CEE will also be consulted.

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 the particular coach shall be isolated.

2.5.3 The LHB AC EOG coaches & LHB Generator Van shall be maintained as per provision in "Maintenance Manual for LHB Coaches " issued by CAMTECH, Gwalior in 2013.

2.5.4 Locomotives identified to haul passenger services should be provided with 'H' type tight lock coupler and modified draft gear with pre-load. Coaches should be fitted with AAR 'H' type tight lock CBC with draft gear having pre-load in the range of 30-35 KN or better available draft gear. However, for operation at 160 kmph, coaches should be fitted with AAR 'H' type tight lock CBC with balanced draft gear having suitable pre-load.

2.5.5 Since NDLS-AGC section is already cleared for operation at 150 kmph, operation of these coaches & LHB Generator Van at 160 kmph may be permitted with the same stipulations with which 150 kmph speed was introduced. However as stipulated in Railway Board letter no. 97/M(C)/137/1 Volume-VI dated 9.6.2004 and as also stipulated in CT-20 Rev.2 duly approved by Railway Board, the following maintenance facilities are required to be developed by Railways for operation at 160 kmph on other sections on priority:

(i) Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.

(ii) Boundary wall for safety and security of the rake and the facilities.

(i) Automatic washing plant at entry point.

(ii) Wheel profile measurement and re-profiling system

(iii) In situ wheel changing facility

(iv) Automated and instrumented maintenance system in lieu of existing system based on visual inspection

(v) A separate bay with capacity for lifting and change of complete bogie will also be required.

(vi) Platform for attention to roof mounted AC equipments

## **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, signalling and interlocking etc. shall be observed.

- 2.6.2 Attention is also invited to the note on "Preparation of Electrical Equipment of Diesel and Electric Locomotives for high speed operation" circulated with this office letter No. EL/3.3.15/WAM2/Gr.CON dated 24.12.1970 and the locomotive should be attended accordingly.
- 2.6.3 LHB AC chair car & generator van with 23540 mm length over body and 12340 mm maximum distance apart between any two adjacent axles infringes clauses 13 (b), 16, 17, 19(b), 20(b), 21(b), 22 & 32(b) of Chapter IV (A) of BG Schedule of Dimensions, 1973 Reprint. These infringements of LHB coaches were condoned by Railway Board vide their letter no. 97/CEDO/SR/3 dated 07.02.1997.
- 2.6.4 The pantograph of WAP5 locomotive in locked down condition and the surge arrestors infringe the Maximum Moving Dimensions of 1929 over non-electrified sections. After removing the pantograph pan assembly and two surge arrestors, the profile will infringe the Maximum Moving Dimensions of 1929 but will be within 'X' class loco profile. For movement of the loco in non-electrified sections, pantograph pan assembly and two surge arrestors shall be removed and the movement of the loco shall be cleared by the Railway concerned as per the extant rules applicable. In non-electrified sections where Maximum Moving Dimensions of existing 'X' class locos are not permissible, the movement shall be in accordance with the instructions issued by Railway Board and other additional instructions issued by the Zonal Railways for the movement of ODCs. Railway Board have condoned these infringements vide their letter No.95/CEDO/SR/18 dated 14.7.1995.
- 2.6.5 The adequacy of the brake power available on the locomotives in conjunction with the coaching stock to be used in the proposed train, vis-a-vis the signalling system available on the route, shall have to be established.
- 2.6.6 All level crossing gates should be manned.
- 2.6.7 Concerned Zonal Railway will arrange for provision of sturdy fencing of track as per requirement at vulnerable locations prone for cattle crossing / trespassing identified by General Manager of respective railway to prevent trespassing/cattle crossing. Zonal railways should also provide subways at suitable location to avoid trespass and ensure effectiveness of fencing provided.
- 2.6.8 This revised speed certificate is being issued solely for the purpose of compiling the amendment no.1 dated 02.09.2014 & amendment no.2 dated 23.12.2014 for further use.

- संलग्नक : i) RDSO Sketch-96077  
ii) Railway Board letter No. 97/CEDO/SR/3 dated, 07.02.1997.

(सी. मधुसूदन राव)

कार्यकारी निदेशक मानक / चालन शक्ति

प्रतिलिपि:

1. सचिव (यांत्रिक / विद्युत / 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-226001



3. महाप्रबन्धक (यांत्रिक/विद्युत/ओपरेटिंग/एस एण्ड टी)

- i) उत्तर रेलवे, बडौदा हाऊस, नई दिल्ली – 1100 01
- ii) उत्तर मध्य रेलवे, हास्टिंग रोड, इलाहाबाद – 211001

संलग्नक : i) RDSO Sketch-96077

ii) Railway Board letter No. 97/CEDO/SR/3 dated, 07.02.1997.

  
सी. मधुसूदन राव)

कार्यकारी निदेशक मानक/चालन शक्ति

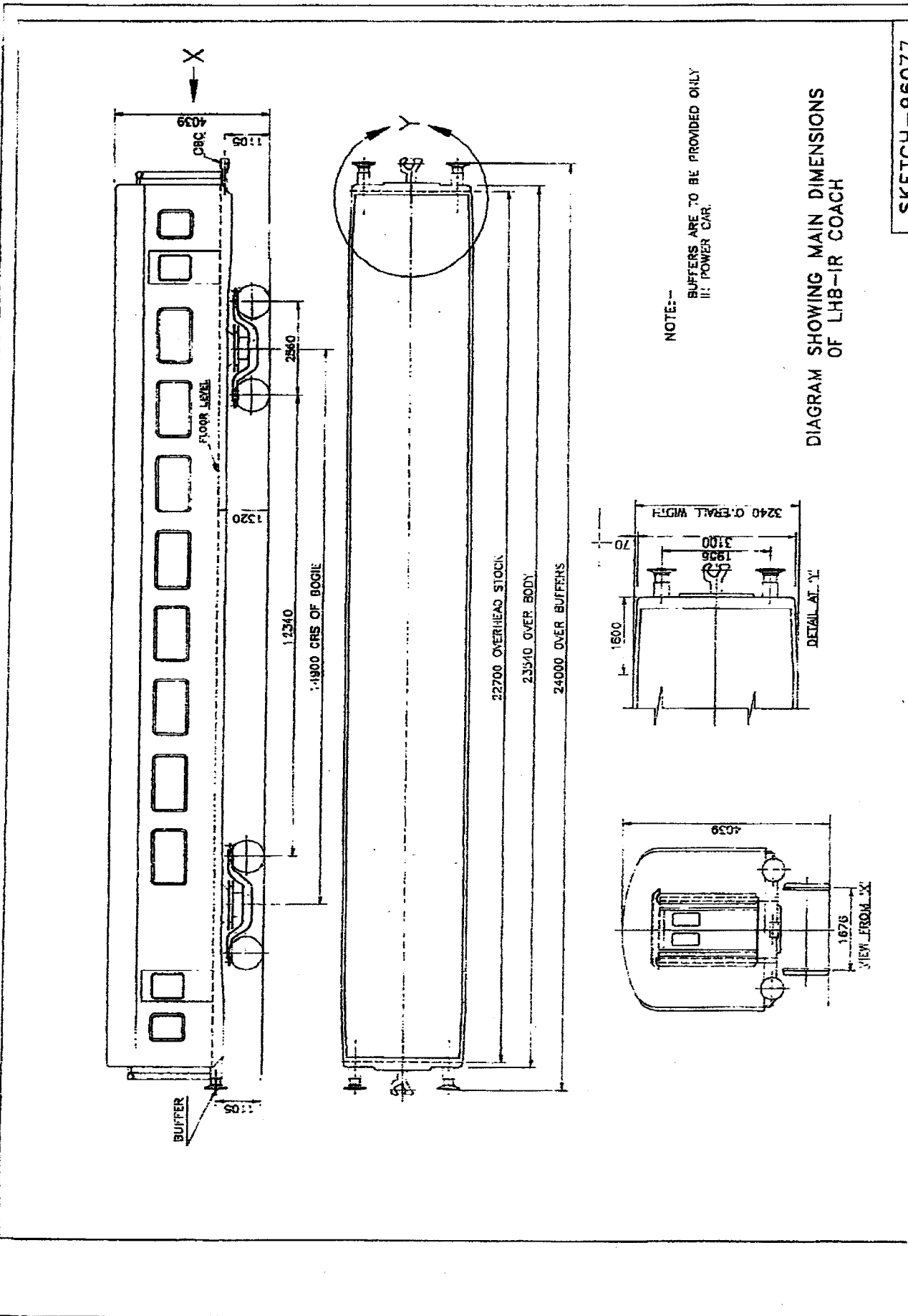


DIAGRAM SHOWING MAIN DIMENSIONS OF LHB-IR COACH

SKETCH-96077

भारत सरकार GOVERNMENT OF INDIA  
रेलवे विभाग RAILWAY DEPARTMENT  
(निम्न वर्ग RAILWAY BOARD)

No. 97/CEDO/SR/3.

247

नया नं. या दिनांक - 10002, तिथि 07.12.97  
नया नं. या दिनांक - 10001, तिथि 07.12.97

To,

The Director General (Traffic),  
P. D. S. O.,  
Manak Nagar,  
LUCKNOW - 226 001.

4/12


Sub: LHB Coach - Condonation of the infringements to Schedule of dimensions 1973.

With reference to your application No. 61/1973, dated 27/10/73, through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to 15(b), 16, 17, 19(b), 20(b), 21(c), 22 & 32(b) of Chapter II (A) of R.G. Schedule of dimensions (1973) involved in 2340 nos. along LHB coach with 2150 mm width.

The sanction is based on Form and Sketch No. 96077 and accompanying your application referred to above.

(V.K. SARMA)  
Exec. Dir. Civil Engg. (C)  
Railway Board.

No. 97/CEDO/SR/3.

New Delhi, Dt. 07.12.97.

Copy forwarded for information to the Chief Commissioner of Railway Safety, 15-A, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. C.L. 1111/1/97/EE dated Nil.

(V.K. SARMA)  
for Secretary Railway Board.

3-124

18/3  
19/3

**MOST URGENT**



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

सं. 2015/CEDO/SR/04

The General Manager,  
Northern Railway,  
Baroda House, New Delhi.

New Delhi, Dated 16.03.2015  
The Director General,  
RDSO, Manak Nagar,  
Lucknow.

**विषय :** Operation of BG EOG type LHB AC Chair Car (LWFCZAC), (LWSCZAC) & Generator Van (LWLRRM) fitted with FIAT bogies & WAP-5 Class of locomotive up to maximum speed of 160 kmph on track maintained to C&M-1, Vol.-1 standards on New Delhi-Palwal(incl.) section on Up & Dn lines of Northern Railway.

- संदर्भ :**
- (i) Board's letter of even no., dated 16.2.15, 26.2.15 & 13.3.15
  - (ii) Board's letter no. 2015/CEDO/SR/05, dated 16.2.15, 26.2.15 & 13.3.15
  - (iii) Board's letter no. 2015/CEDO/SR/06, dated 16.2.15, 26.2.15 & 13.3.15

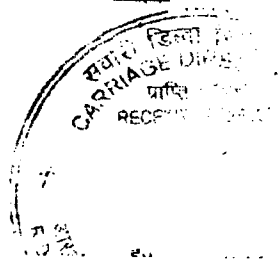
In continuation of Board's letter of even no., dated 13.03.15, meeting is postponed due to other engagements of RDSO's officers on 17.03.15 and re-scheduled in Railway Board on 20.03.2015 (Friday) at 11.00 hrs in Room no. 127; to discuss and resolve the above issues.

You may kindly direct concerned officers of Civil Engg. & Mech. Engg. to attend meeting as per revised schedule with complete details in above reference.

1. कार्य निदेशक / सवारी डिब्बा  
Exe. Dir. of Carriage
2. निदेशक / सवारी (प्रभारी)  
Director (I/c)
3. निदेशक / कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड  
Director/SS  
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]  
e-mail address : edceg@rb.railnet.gov.in
4. निदेशक / सी.डी.  
Director/CD
5. निदेशक / वी.डी.जी.  
Director/VDG
6. संयुक्त निदेशक / मानक  
Jt. Director/CTD
7. संयुक्त निदेशक / एस.एस.  
Jt. Director/SS

(आलोक कुमार)

Copy forwarded for information and necessary action to Adv/Infra, Rly. Board, N.Delhi



Handwritten signatures and dates, including '17/3'.

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19/3

**MOST URGENT**



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

सं. 2015/CEDO/SR/04

The General Manager,  
Northern Railway,  
Baroda House, New Delhi.

EO/Track-2  
1/EO/Car.  
Rd/Vms.  
Pl attend  
13/3/15

New Delhi, Dated 13.03.2015

The Director General,  
RDSO, Manak Nagar,  
Lucknow.

**विषय :** Operation of BG EOG type LHB AC Chair Car (LWFCZAC), (LWSCZAC) & Generator Van (LWLRRM) fitted with FIAT bogies & WAP-5 Class of locomotive up to maximum speed of 160 kmph on track maintained to C&M-1, Vol.-1 standards on New Delhi-Palwal(incl.) section on Up & Dn lines of Northern Railway.

- संदर्भ :** (i) Board's letter of even no., dated 16.2.15, 26.2.15 & 13.3.15  
(ii) Board's letter no. 2015/CEDO/SR/05, dated 16.2.15, 26.2.15 & 13.3.15  
(iii) Board's letter no. 2015/CEDO/SR/06, dated 16.2.15, 26.2.15 & 13.3.15

A meeting has been convened in Railway Board on 17.03.2015 (Tuesday) at 11.00 hrs in Room no. 127; to discuss and resolve the above issue.

You may kindly direct concerned officer of Civil Engg. & Mech. Engg. to attend meeting with complete details in above reference.

(आलोक कुमार)

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Copy forwarded for information and necessary action to Adv/Infra, Rly. Board, N.Delhi

