आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/13

New Delhi, Dated 07.06.2022

The Director General
Research Designs & Standards Organisation
Manak Nagar, Lucknow-226011.

The General Manager,
All Indian Railways

Sub: Introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) RDSO's letter no. SV.FIAT (SC)/Sanction/LWCBACDQ, dated 22.04.2022 & 23.05.2022
(ii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022
(iii) CCRS's office letter No. Q.12011/04/2022-23-T.W, dated 12.05.2022

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 31.10.2018, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.

ii. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

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iii. **For speed beyond 110 & up to 130 kmph,** Railway shall ensure provision of sturdy fencing at vulnerable locations to prevent accidents related to trespassing. Zonal Railways should also plan subways at suitable locations to avoid trespass and ensure effectiveness of fencing provided. ***For speed beyond 130 kmph and up to 160 kmph,*** *Railway shall ensure provision of sturdy fencing all along the track to prevent accidents related to trespassing.*

iv. Regular greasing of all the curves in the section shall be ensured.

v. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

vi. Maximum speed of coach shall be restricted to speeds proposed therein or the maximum permissible speed of the section whichever is less.

vii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

viii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

ix. Multi Aspect Colour Light Signalling (MACLS) with two Distant Signals or Automatic Signalling shall be provided. If two Distant Signals are provided, the Distant (outer most) signal shall be located at a distance of not less than 2 km in rear of the home signal. The inner Distant Signal (existing Distant Signals) can be retained at its present distance in rear of the existing home signal. This shall also be applicable to the IBS and the interlocked level crossing gates located in the block sections.

x. Where Automatic Signalling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xi. Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.

xii. Brakes of the rolling stock shall be in good working order during the operation.

xiii. LWCBACDQ coach shall be maintained as per "Maintenance manual for LHB Coaches".

xiv. In case of enroute breakage of primary coil spring action as per instructions contained in RDSO's letter no. SV.FIAT Spring dt. 08.11.18 shall be taken.

xv. Earthing in the coach body & all the panels shall always be properly maintained.

xvi. As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, dated 09.06.2004 and RDSO's Report no.CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 kmph:

a. Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
b. Boundary wall for safety and security of the rake and the facilities.
c. Automatic washing plant at entry point.

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d. Wheel profile measurement and re-profiling system.
e. In-situ wheel changing facility.
f. Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
g. A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipments.

xvii. Seats in dining area can be made more comfortable and relaxing for passengers.

xviii. The time of display for location of activated sensor in Fire Detection & Suppression System Control Unit is few seconds only. This may be enhanced so that staff can easily locate the place of fire.

xix. Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.

In addition of above, following stipulation shall be applicable for operation of LWCBACDO coach beyond 130 kmph.

xx. Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face of 160 kmph trains. Suitable guidelines shall be issued by the Railway in this regard.

xxi. For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms.

xxii. Electrical operation of points and means for locking both switches, means for lock detection and independent switch detection by the respective signals shall be ensured. The interlocking between signal and points shall be by electrical or electronic means (PI/RRI/SSI).

xxiii. Provision of Train Protection warning system (TPWS) shall be ensured on the route for operation at 160 kmph.

(गौरव)
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No. 2022/CEDO/SR/13 **New Delhi, Dated 07.06.2022**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/04/2022-23-T.W, dated 12.05.2022
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. Executive Director ME (Chg.), Railway Board

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