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

आज़ादी का अमृत महोत्सव

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/07 **New Delhi, Dated 20.05.2022**

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

The General Manager,
All Indian Railways

Sub: Introduction of LHB Non-AC Coach second class cum luggage and brake van with compartment for divyangjan passenger fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies [Unique Transportation Code: **LSLRDAA; Maximum Axle Load 16.25t]** to RDSO's Layout Drawing No. CSC-1844 up to a maximum speed of **130kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) CCRS's letter No. Q.12011/22/2021-22&T.W., Dated 17.02.2022
(ii) RDSO's letter No. SV.FIAT(SC)/Sanction/ LSLRDAA, Dated 28.12.2021
(iii) RDSO's Final Speed Certificate (FSC) No.SV.FIAT(SC)/LSLRDAA/ 130kmph, Dated 22.12.2021 and its Amendment No. 1 Dated 04.02.2022

With reference to RDSO above application no. SV.FIAT(SC)/Sanction/LSLRDAA, dated 28.12.2021, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB Non-AC Coach second class cum luggage and brake van with compartment for divyangjan passenger fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies [Unique Transportation Code: **LSLRDAA; Maximum Axle Load 16.25t]** to RDSO's Layout Drawing No. CSC-1844 upto a maximum speed of **130kmph** 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 No. SV.FIAT(SC)/LSLRDAA/130kmph, Dated 22.12.2021 and its Amendment No. 1 Dated 04.02.2022 for operation up to a maximum speed of **130kmph,** 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. As per Para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976–Rule 4.08 1(a).

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

iv. Zonal Railways shall certify the adequacy of existing bridges for permitted rolling stock based on physical condition of the bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of the Railway.

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

20.05.22

vii. Track geometry shall be monitored by Track Recording Car (TRC), Oscillograph Car and OMS at laid down frequency.

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

ix. Railway shall ensure provision of sturdy fencing at vulnerable location on need basis.

x. Dust and noise levels tentatively recommended by the Railway Board, vide its letter no.2016/CEDO/SR/05 Dated 14-09-2018, shall be strictly followed. Railway should improve these levels in consultation with CPBC (Central Pollution Control Board) in a time bound manner. Railways shall also device mechanism to monitor and maintain these levels inside the coach.

xi. All level crossing gates within the station limit should be manned and interlocked with station signals. All manned level crossing gates outside station limit should be interlocked depending on the classification of level crossing.

xii. All level crossings shall be manned with telecommunication facilities.

xiii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

xiv. 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.

xv. Railway should ensure that load in the coach does not exceed its designed pay load.

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

xvii. Before starting the operation, the PCME of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock. Proper maintenance of the rolling stock shall be ensured.

xviii. The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station.

xix. In case air spring gets deflated, the speed shall be limited to 60 kmph. Failure Indication cum Brake Application (FIBA) device shall be provided in pneumatic circuit of Air Spring and Air Brake.

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

xxi. The rolling stock shall be maintained as per "Maintenance Manual of Non-AC LHB design coaches".

(गौरव)
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No. 2022/CEDO/SR/07 **New Delhi, Dated 20.05.2022**

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.12011/22/2021-22-T.W., Dated 17.02.22
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Track-1), RDSO, Lucknow
5. Executive Director ME(Chg.), Railway Board

(गौरव)
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