

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

No. 2025/CEDO/SR/03(1)/KLK-SML-Vistadome

New Delhi, dated 18.03.2025

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

Sub: Future Improvement of NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC)

Ref: (i) Railway Board's letter no. 2025/CEDO/SR/03/KLK-SML-Vistadom, dated 18.03.2025

(ii) CCRS office letter no. Q.12011/12/2024-25-T.W, dated 01.02.2025

(iii) RDSO's letter no. SV.NG. Bogie, dated 05.11.2025


(iv) RDSO's Final Speed Certificate (FSC) no. SV.NG.Bogie/Vistadome Coaches, dated 05.11.2024

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of NG Vistadome coaches fitted with modified bogies & air brake system, as per RCF layout Drawing Nos. NZ90001 for AC Chair car (ZCZAC), NR90001 for SLR (ZLRM), NG90001 for GS Coach (ZGS) and NZ90002 for Ex Chair Car (ZFCZAC) up to a maximum speed of **25 kmph** on Kalka- Shimla (KLK- SML) NG section of Ambala Division of Northern Railway on Track Maintained as IRPWM, Third Reprint, July- 2019 for use by Kalka-Shimla Railway vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested **following measures for future improvement of the above rolling stock:**

- i. Retro fitment of roller bearing on existing fleet of NG Vistadome coaches shall be ensured in time bound manner after completion of trials.
- ii. To address the issue of less camber in suspension elements of power Car (ZLRM) bogie, alternate suspension arrangement shall be explored for future design for these coaches.
- iii. Switchgear components/ fuses on underslung power panel shall be suitably relocated for better accessibility.
- iv. Provision of CCTV feed in Guard / train manager's cab shall be explored.

- v. As the present design of bogies is old and have been provided with rivets which is difficult to maintain in workshops. In this regard an alternate fabricated bogie design instead of riveted bogie may be explored for future coaches.

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.


18/03/25
(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

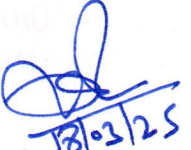
e-mail address: dceg@rb.railnet.gov.in

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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.12011/12/2024-25-T.W, dated 01.02.2025
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. EDME/Chg, Railway Board


18/03/25
(किशन रावत)

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