

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

No. 2025/CEDO/SR/03/KLK-SML-Vistadome

New Delhi, dated 18.03.2025

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

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


Sub : 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.

- Ref : (i) CCRS office letter no. Q.12011/12/2024-25-T.W, dated 01.02.2025
(ii) RDSO's letter no. SV.NG. Bogie, dated 05.11.2025
(iii) RDSO's Final Speed Certificate (FSC) no. SV.NG. Bogie/Vistadome Coaches, dated 05.11.2024

With reference to RDSO above application dated 05.11.2024, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby 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 with the following stipulations :

- i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.NG. Bogie/Vistadome Coaches, dated 05.11.2024 for operation up to a maximum speed of 25 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager for introduction of NG Vistadome coaches fitted with modified bogies & air brake system on the NG section of Ambala Division of Northern Railway. All the documents required for the sanction of General Manager as per CE(G) Directorate/Railway Board Policy Circular No. 6, dated 01.05.2023, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure.
- ii. 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.
- iii. As per para 6.1.2 of Revised Policy Circular-6 Dated 01.05.2023, trains will be introduced in the sections at the speeds as per provision of General Rules 1976 Rule 4.08 1(a).

- iv. Observed deficiencies as mentioned in Para 3 of CCRS Inspection Report dated 01.02.2025 have been confirmed by RDSO. Same shall be ensured for compliance as per RDSO letter no. SV.NG. Bogie dated 29.01.2025
- v. Right powering of proposed train composition (No of coaches to be hauled) shall be deployed ensuring adequacy of power requirement along with requisite brake power fulfilling the necessary braking requirements in KLK-SML Ghat section.
- vi. Train length /no. of coaches shall be conforming to available loop length of all the stations falling in between KLK-SML section.
- vii. Necessary modification for provision of adequate capacity compressors in locomotive fleet proposed to be deployed for operation of these NG vistadome coaches over KLK-SML Section shall be ensured.
- viii. Fixed (Rigid) type of water bottle holder shall be replaced with flexible/net type of water bottle holder for providing more leg space to passengers.
- ix. Recommended setting of Brake cylinder pressure in locomotive (proposed to deployed) and coaches shall be ensured for efficient and trouble-free train control and braking operation.
- x. Necessary operating instruction shall be included in the SR of respective Zonal Railway for application of hand brakes during stabling / parking of train for preventing rollback.
- xi. Considering a new type of train operation having air brakes stocks, appropriate training and learning of crew/ staff shall be ensured for safe train operation.
- xii. Availability of adequate spares for vital and critical mechanical & electrical items shall be ensured. Necessary maintenance of identified vital and critical items shall be ensured through OEM assisted AMC/AMOC wherever necessary for trouble free train operation.
- xiii. Regular monitoring of suspension elements of power car (ZLRM) bogie for adequacy of necessary clearance/ gap shall be ensured.
- xiv. Suitable and reliable communication shall be provided in the cab for communication between loco pilot, train manager and adjacent station master.


(किशन रावत)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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

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

No. 2025/CEDO/SR/03/CLK-SML-Vistadome

New Delhi, dated 18.03.2025

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


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