

GR

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड (Railway Board)

No.95/M(C)/137/42 Pt(iii)

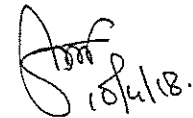
New Delhi dated 10.04.2018

Executive Director Stds./Carriage,
RDSO,
Lucknow.

Sub: Railway Board's sanction for running express trains with LHB coaches at 130 kmph.

Ref: This office letter no.2011/CEDO/SR/26 dated 21.12.2011.

Sanction of this Ministry for running 3-Tier Sleeper (LWSCN) Non-AC EOG LHB coach was conveyed vide letter under reference. While considering North Central Railway's proposal, Chief Commissioner of Railway Safety had recorded certain observations which were incorporated while issuing the sanction. As per these observations, the sanction for running LWSCN Non-AC EOG LHB coaches at 130 kmph was for one year and thereafter, a review had to be carried out after experience of dry season of summer to assess the effect of noise and dust levels on passenger convenience/comfort. RDSO should examine the issues raised by CCRS while forwarding the application to this Ministry and process for fresh sanction for running of 3-Tier Sleeper (LWSCN/LWSCN1) and Second Class (LS/LS1/LS3/LS5) Non-AC EOG LHB coaches at 130 kmph. Copies of some of the letters of correspondence in this regard are enclosed.



(डिम्पी गर्ग)
का.नि.यां.इं. (कोचिंग)
रेलवे बोर्ड

Encl.: As above



भारत सरकार

फोन/Ph.: 0522-2233087, 2233108 (P&T)

नागर विमानन मंत्रालय

N.E.Rly. 31-140, N.Rly. 23-290

(रेल संरक्षा आयोग)

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GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-Q.18011/03/2013-14-TW

दिनांक-29/10/2015

सेवा में,
सचिव (सिविल इंजी.),
रेल मंत्रालय (रेलवे बोर्ड),
रेल भवन,
नई दिल्ली ।

[ध्यानार्थ:EDCE(G)]

विषय:Sanction for operation of LS3 Coaches at 130 kmph.

संदर्भ:(1) इस कार्यालय का समसंख्यक पत्र संख्या दिनांक 07.07.2015

(2) भारत सरकार, रेल मंत्रालय (रेलवे बोर्ड), नई दिल्ली का पत्र संख्या-
2015/CEDO/SR/01 दिनांक 17.09.2015

This office has examined the details sent by Railway Board vide their letter under reference (2) above. Remarks of the Commission are as follows:

1- Sampurn Kranti Express comprising of Non-AC coaches has only recently (05-09-2015) started running at 130 kmph. It is too early to make a view that there are no adverse performance (including due to noise and dust) as the same is based on data collected for very short duration of running of this train.

Full report, based on analysis of adequate data covering atleast one season of dry-weather, is required to assess the effect of noise & dust levels on passenger convenience/comfort. This report must also contain comparative analysis of the effect of noise and dust levels in Non AC coaches running at 110 and 130 kmph.

2- What are the current Standards being followed in Railways Operation for Noise and Dust upto speed of 110 kmph?

Commission does not favour further running of Non-AC coaches at 130 kmph unless 'Action Taken Report' as asked for vide letter mentioned under reference (1) above is sent to this office.

This issues with the approval of Chief Commissioner of Railway Safety.

29/10/2015
(उत्तम प्रकाश)

उप रेल संरक्षा आयुक्त (यांत्रिक)
कने मरवा आगत रेल संरक्षा आगत

EDME (Coaching)
May please take
21.10.2015

ADME/Chief
21.10.2015
Coaching
action

तार : चीफकॉम

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भारत सरकार
नागर विमानन मंत्रालय
रेल संरक्षा आयोग

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ-226 001
Ashok Marg, Lucknow - 226 001

संख्या -क्यू- 13011/33/2011- .त0वि0

दिनांक:13.12.2011

सेवा में,

सचिव (सिविल इंजी.),
रेल मंत्रालय (रेलवे बोर्ड),
रेल भवन,
नई दिल्ली ।

[ध्यानार्थ : EDCE(G)]

विषय: Introduction of of 3-Tier Sleeper (LWSCN) and Second Class (LS) Non AC EOG LHB variants coaches fitted with fiat bogies to RDSO's Drawing Nos CG-11034 and CG-11029 respectively.

संदर्भ: 1. रेल संरक्षा आयुक्त, पूर्वोत्तर परिमण्डल, लखनऊ का पत्र सं- 3499 / LWSCN / LS / NON AC EOG LHB / NCR / SANC-15 दिनांक: 30.11/01.12.2011 (SN-1/2)

This case is related to introduction of 3-Tier Sleeper (LWSCN) and Second Class (LS) Non AC EOG LHB variants coaches fitted with Fiat bogies to RDSO's Drawing Nos CG-11034 and CG-11029 respectively. North Central Railway (NCR) had processed for the operation of these coaches at maximum speed of 130 Kmph vide letter under reference above routed through Commissioner of Railway Safety/North Eastern Circle based on RDSO's Final Speed Certificate No.-MC/LHB/Coach Dated: 15.09.2011 and including an amendent no.-MC/LHB/COACH dated: 14.10.2011 to Final Speed Certificate for LS Coaches

The application is hereby forwarded with following stipulations:

- A review is required to be carried out to assess the effect of noise & dust levels as passenger convenience / comfort at the end of season.
- RDSO has sent " Dust and Noise Level measurement in coaches" reports vide its letter numbers MC/CB/ND dated 15.09.2010 and 19.11.2010. In line with these reports, RDSO should evolve standards to be maintained for dust particles in side Non-AC Coaches & should also work on developing dust mitigating measures to reduce the total dust values also.

ADVL
Hd-D/Man
CBM M.

Sanction for
+

टेलीग्राफ - 'कामरेल्स' लखनऊ

फैक्स नं० 0522-2234538

Telegram : 'COMRAILS' Lucknow

Fax No. : 0522-2234538



सत्यमेव जयते

भारत सरकार
नागर विमानन मंत्रालय
रेल संरक्षा आयोग, पूर्वोत्तर परिमण्डल

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

दूरभाष : 2234515 (P.&T.)
Telephone : 23-291 (N.Rly.)
: 31-141 (N.E. Rly.)



हजरतगंज, लखनऊ-226 001
Hazratganj, Lucknow-226 001

सं०.3499/LWSCN/LS/NON AC EOG LHB/NCR/

दिनांक : 30-11-11

SANC-15 01-12/11

सचिव/सिविल इंजी०.

रेलवे बोर्ड,

रेल भवन,

नई दिल्ली ।

(द्वारा मुख्य रेल संरक्षा आयुक्त, लखनऊ)

विषय : Sanction for operation of 3-Tier sleeper (LWSCN) and Second Class (LS) Non AC EOG LHB variants coaches fitted with FIAT bogies over GZB-MGS & PWL-BINA section of North Central Railway at a maximum speed of 130 kmph.

संदर्भ : महाप्रबन्धक उत्तर मध्य रेलवे का आवेदन पत्र सं०-355-W/ CRS/Non AC EOG LHB Coaches/130 Kmph/NCR/Bridge दिनांक 18-11-2011. (S-11-11)

महोदय,

महाप्रबन्धक/इंजीनियरिंग, उत्तर मध्य रेलवे से प्राप्त आवेदन पत्र इस कार्यालय से अनुमोदन सहित आपकी स्वीकृति हेतु प्रस्तुत है :-

- Railway Board may Sanction accorded for regular operation of 3-Tier sleeper (LWSCN) and Second Class (LS) Non AC EOG LHB variants coaches fitted with FIAT bogies over GZB-MGS & PWL-BINA section of North Central Railway at a maximum speed of 130 kmph as specified in the Railways Joint Safety Certificate No.45/Non AC EOG LHB Coaches/NCR/2011 and RDSO's speed Certificate No.MC/LHB/Coach dated 14.10.2011 & dated 15.09.2011 alongwith Railway Board's Condonation letter No. 2011/CEDO/SR/1 dated 04.10.2011 & dated 07.09.2011 on maximum speed of 130 kmph or maximum permissible speed of the section which ever is less.

2.0 The above sanction is subject to observance of the following stipulation and conditions :-

- 2.1 Observance of all permanent and temporary speed restriction in force and/or those that may be imposed from time to time on various accords.
- 2.2 Observance of all conditions as laid in RDSO's final maximum permissible speed certificate No. MC/LHB/Coach dated 14.10.2011 &

SN-19



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

सं. 2015/CEDO/SR/01

New Delhi, Dated 17.09.2015

The Chief Commissioner of Railway Safety,
Ashok Marg, Lucknow.

विषय : Sanction of running of LS3 coaches at 130 kmph.

- संदर्भ :
- (i) CCRS's letter no. Q.18011/03/2013-14-TW, dated 07.07.2015
 - (ii) NCR's letter no. Mech./751/Pt.-XXIII, dated 16.09.2015
 - (iii) RDSO letter no. MC/CB/ND, dated 15.09.2015.

In above reference, while considering the case of sanction for running of Non-AC EOG LHB (LS and LWSCN) coaches at 130 kmph, the Commission made following observations which were endorsed by the Board while giving sanctions :

- (i) A review is required to be carried out to assess the effect of noise & dust levels as passenger convenience/comfort at the end of season.
- (ii) RDSO should evolve standards to be maintained for dust particles inside Non-AC coaches and should also work on developing dust mitigating measures to reduce the total dust values also.
- (iii) Sanction is recommended for running until one year. Review should be done after experience of next dry season of summer.

In this regard, the following is submitted :

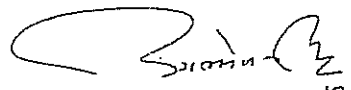
- (i) The non-AC LHB coaches could not be run at 130 kmph due to some issues, but recently, one train 12393123/94 Sampurn Kranti Express has started running at 130 kmph w.e.f. 05.09.2015. As per NCR's letter at reference (ii) above, no adverse performance (including due to noise and dust) has been reported.
- (ii) As far as safety at 110 kmph speed is concerned, Non-AC coaches LWSCN, LS2 and LS3 are satisfactorily running in regular train services for more than 2 years and six months respectively.
- (iii) RDSO have already submitted the status of the noise and dust studies to CCRS vide letter no. MC/CB/NO, dated 15.09.2015 (copy enclosed), wherein it has been brought out that they have conducted test runs and recorded dust and noise measurements. They have recommended to run LS3 coaches at 130 kmph, so that sufficient data may be generated and the standards be evolved. They have also highlighted that the ambient conditions are also varying with time and place, necessitating generation of large data for fixing the standards.

In view of the above, it is requested that the application of NCR for first time sanction of Railway Board may be forwarded to enable these coaches to run at 130 kmph speed and gain experience. After gaining adequate experience, the Action Taken Report will be submitted to the Commission.

O/c

Annexure / As above

भारत सरकार
Ministry of Railways
रेल मंत्रालय / Railway Board
आदेशों के साथ संलग्न
Enclose with Enclosure
दिनांक 17/09/15


(आलोक कुमार)
17.9.15