

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

SN 85

No. 77/M(C)/202/6

New Delhi, dated 12.07.2010

General Manager
Eastern Railway, Kolkata
Western Railway, Mumbai
N.C.Railway, Allahabad
Northern Railway, Baroda House, New Delhi
Director General, RDSO, Lucknow
Rail Coach Factory, Kapurthala

Sub: Operation of AC double-decker train services on (i) HWH-Dhanbad (ii) Mumbai-ADI routes

**Ref: DG(Carr.)/RDSO's letter No. MC/CB/AC/ED dated 21.04.2010
Addressed to GMs/All Zonal Railways**

Hon'ble MR has made Budget announcement for introduction of double-decker coaches as under:

2009-10 – Para 25- Air conditioned double-decker coaches for inter-city travel

"Madam the house will be happy to know that like double-decker buses we are taking the novel initiative of introducing high capacity air conditioned double-decker coaches, for intercity travel. These will have superior riding quality and comfort."

2. In consonance with the above, a prototype Air conditioned Double Decker coach on a principal design platform of an EOG crashworthy LHB shell and air spring fitted FIAT bogie has been manufactured by RCF and oscillation trials are under process.

Board has nominated following routes for operation of double-decker train services:

- i) **ER: HWH-Dhanbad**
- ii) **WR : Mumbai- ADI**

3. The double-decker coach has been designed with the increased height of 4366 mm in the middle. Board has approved condonation of infringement of IR schedule of dimensions (Revised- IV) for EOG AC double-decker coaches vide Board's letter No. 2010/CEDO/SR/11 dated 11.05.2010 (addressed to DG/Track/RDSO and copy marked to GMs/All Indian Railways) with the following comments:

- a) Clearance between kinetic profile and fixed structure as recommended by RDSO must be ensured by the Railways.

- b) Zonal Railways must ensure the removal of the existing infringements due to the new design of EOG AC double-decker coach as per RDSO suggestions on the nominated routes (**Dhanbad-HWH and Mumbai-ADI**)
- c) These coaches not to run on the platform lines at speed of 75 kmph and beyond. This should be visibly printed in the timetables, displayed in the cabins and SM's routes etc.

While approving the above condonation, Board has also passed the following remarks for RDSO as:

"RDSO to explore solutions regarding revision to COP clearances to run these coaches at full speed through platform lines or to alter the COP to such revised standards."

4. The following are the important activities of double-decker train services which need to be closely monitored:

S.No.		Target
1.	RDSO to conduct oscillation trial on Moradabad Division upto speed of 115 kmph and on NCR upto speed of 160 kmph	June 2010
2.	Removal of infringement on nominated routes i.e. Dhanbad-HWH & Mumbai-ADI and issue of final clearance by the Zonal Railways for running of double-decker coach	August 2010
3.	RCF to manufacture first rake of double-decker coach	31.12.2010
4.	Issue of final speed certificate for regular train operation	15.01.2011
5.	RDSO to conduct emergency braking distance trial	15.01.2011
6.	Readiness for introduction of commercial services	31.01.2011

5. In view of above, Railways may advise the status of the following:

- ER and WR may confirm the removal of infringement on the **Dhanbad-HWH and Mumbai-ADI** routes as mentioned in para 3 above.
- Completion of oscillation trial on NR and NCR by RDSO
- Manufacture of first rake complete in all respects by RCF
- Issue of final speed certificate for regular train operation

6. Action taken by the Railways may be advised for information of Board.

Please acknowledge receipt of this letter.

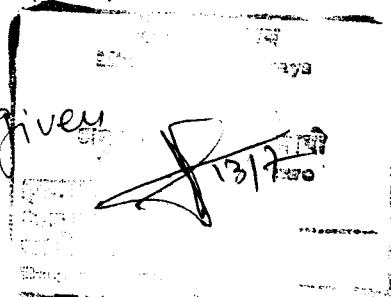
(A.K. Singh)
Exec. Dir. Mech. Engg. (Chg.)
Railway Board

Copy for information to:

GMs/All Indian Railways (except ER,WR, NCR & NR)

n.o.o.

ED/Chg./Rly.Bd.



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