

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

5-11-2
Room No 329
ED/ME/CR

No. 2010/CEDO/SR/27

New Delhi, dated 24.11.2010

The General Manager,
East Central Railway,
Hajipur

Sub : Running of Self Generating Stainless Steel Variants Hybrid Coaches with LHB shell and ICF bogie on Pradhankhunta-Mughalsari (GC) and Jhajha-Mughalsari (Main line) section of East Central Railway.

Ref : Your letter no. W-8/552/CRS/SS/Hybrid Coach, dated 03.12.09.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Self Generating Stainless Steel Variants Hybrid Coaches with LHB shell and ICF bogie on Pradhankhunta-Mughalsari (GC) section at a maximum permissible speed of 130 kmph and on Jhajha-Mughalsari (Main line) section at a maximum permissible speed of 110 kmph on East Central Railway or at sectional speed whichever is less subject to terms and conditions as given in RDSO's speed certificate and East Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter and with Board's comments as under :

1. In case, any pneumatic spring has deflated, train speed should be restricted to 60 kmph till the coach is detached from the train.
2. 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.
3. RDSO should evolve standards to be maintained for dust particles inside Non-AC Coaches & should also work on developing dust mitigating measure to reduce the total dust values.
4. Sanction is for running until one year. Review should be done after experience of next dry season of summer.
5. Mechanism for auto detection of spring pressure should be incorporated soon. Till then, TXR staff will escort these trains.

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Duronto file

कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा.रेलवे बोर्ड

24/11/10

(आलोक कुमार) 24/11/10