

टेलीग्राम - '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

संख्या: 3499/गतिमान एक्सप्रेस/12049/12050/भाग-1/SANC-15 दिनांक: 27.10.2015

महाप्रबंधक
उत्तर मध्य रेलवे,
सूवेदारगंज,
इलाहाबाद.

(Kind attention of Shri A.K. Saxena)

विषय: Sanction for regular operation of GATIMAN Express (12049/12050) comprising maximum 12 nos. LHB AC (EOG) coaches including 02 Generator Vans (LWFCZAC-2, LWSCZAC-8 & LWLRRM-2=12 coaches) hauled by single WAP5 class of locomotive over PWL-AGC section (UP & DN Line) of North Central Railway at a maximum speed of 160 km/h on track maintained C&M-I, Vol.-I standard on of North Central Railway.

संदर्भ: आपका आवेदन पत्र संख्या.355-डब्लू/CRS/GATIMAN Exp(12049/12050/ PWL-AGC/160 Kmph/NCR/Bridge दिनांक: 15.10.2015.

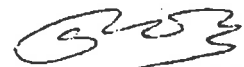
This office had raised a number of vital issues vide letter no. 3499/Gatiman Exp/NCR/433 dated : 20.06.2015 which have not been addressed satisfactorily so far by Rly administration. These should be resolved satisfactorily in consultation with Railway Ministry as a very high level of reliability and safety is required to be ensured for introduction of such high speed trains.

However, In view of urgency expressed by Railway administration and Railway Board a conditional sanction is issued herewith for operation of GATIMAN EXPRESS (Train No. 12049&12050) hauled by single WAP-5 class of locomotive comprising maximum 08 number of LHB second AC Chair Car (LWSCZAC), 02 number of LHB Executive Chair Car (LWFCZAC) coaches and 02 numbers of LHB Generator Vans (LWLRRM) on Agra-Palwal section of North Central Railway up to a maximum speed of 160 kmph, as per RDSO's Revised Speed Certificate No.MC/LHB/COACH dated.09.04.2015, Amendment No.1 dt.19.08.2015, Amendment No.2 dt.08.10.2015 and Amendment No.3 dt.12.10.2015 as detailed in North Central Railway's Joint Safety Certificate No. 13(Revision-4)GATIMAN Express(124049/124050)/PWL-AGC/160 kmph/NCR/2015 at the speeds proposed therein. Railway Board had sanctioned the running of the said coaches, Generator Vans and Locomotive on Northern Railway vide their letter No. 2015/CEDO/SR/04, 05 and 06 dt.14.08.2015.

The sanction for running of the above said train is subject to the following stipulations/ conditions :-

1. 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.
2. Observance of all conditions mentioned in RDSO's Revised Speed Certificate No.MC/LHB/COACH dated.09.04.2015, Amendment No.1 Dt.19.08.2015, Amendment No.2 Dt.08.10.2015 and Amendment No.3 dt.12.10.2015, North Central Railway's Joint Safety Certificate No. 13(Revision-4)GATIMAN Express(124049/124050)/PWL-AGC/160 kmph/NCR/2015 and concomitant Track and Bridge Certificates.
3. Provision of TPWS before introduction of the rolling stock is mandatory for speed of 160 kmph as per Para 2.4 of Amendment No.04 dated. 20.12.2014. This should be ensured for trains running in Palwal-Agra section of North Central Railway.
4. Cattle guard of WAP-5 should be fit to take the impact of the heavy bull/buffalo at 160 kmph to prevent derailment on account of cattle run over.
5. It is understood that North Central Railway has provided fencing along the railway boundary in stretches. Such a fencing at some locations is not of much consequence and will be ineffective in preventing the stray cattle coming near the track or crossing the track in front of the trains running at full speed. Likelihood of fencing not remaining in place even if erected is also not ruled out. **The complete track should be fenced with sturdy fencing of standard design to prevent trespassing by humans and cattle which pose a threat to trains.**
6. The hangers/frills are to be provided on the booms of lifting barrier at all the level crossing gates. These are considered essential, particularly when the cycle rickshaws, scooters and motorcycles cross the level crossings from below the closed lifting barriers as a routine. It is quite likely that they would not be able to judge how soon this high speed train will arrive and thus they may get run over while attempting to cross the track in the face of the train.
7. It should be ensured that run-through line is not the platform line for safety of platform occupants and rail passengers.
8. Suitable guidelines for compliance with Para 15.26 of GR should be issued for running of push trolley on Agra-Palwal section of North Central Railway in connection with running of the rolling stock at 160 kmph. Review of present inspection mechanism by push trolley in the face of high speed trains should be carried out as there may not be adequate time available to clear the track by off loading the trolley. Similarly rail dolly working should be modified and instructions issued.

9. North Central Railway has certified that the minimum standard of track in the section is 60 kg (90UTS) rail laid on PRC sleepers with 1660 sleeper density on 300 mm ballast cushion below the sleepers which may consist of at least 150mm clean and rest in caked up condition, on compacted and stable formation. This track is to be maintained to the standards recommended in RDSO's report No.C&M-1, Vol.-1. **Railway administration has advised earlier that only 60% of the track in the section complies with the C&M-1, Vol-1 maintenance standard of RDSO report. Speed restriction of 105 KMPH or less should be imposed on the portion of the track which does not meet with the maintenance standard specified by RDSO.**
10. Railway Board has supplied figures of enroute failures of LHB Coaches vide ME's D.O letter No.2013/Infra/12/43 to CCRS dated: 17.10.2014. The letter clearly highlights the fact that enroute failures of LHB Coaches/100 coaches are about 200% more as compared to enroute failures of ICF coaches/100 coaches. The figures clearly bring out the poor reliability of LHB Coaches even at lower speeds either due to bad manufacturing or due to poor maintenance of coaches and track. These failures are caused by malfunctioning of safety critical components of the coach such as wheel breakages, roller bearing failures, spring breakages and brake system defects. **Railway board should carryout a risk analysis and satisfy themselves that the risk to passengers in running such a train falls within the acceptable risk before putting such coaches on high speed operation at 160 kmph even if only one train is to be run.**
11. Rail/weld failures in Up and Dn lines of Agra-Palwal section of North Central Railway have taken place in the section. It is understood that such failures have in the past caused derailments also. This section has three adjacent parallel lines and a derailment on any line can obstruct the adjacent lines also with disastrous consequences. **Railway Board must carryout a risk analysis and satisfy themselves that the risk to passengers in running such a train falls within the acceptable risk before putting such coaches on high speed operation at 160 kmph even if only one train is to be run.**
12. Any accident of high speed train will not only invite severe criticism of stakeholders, but is also fraught with grave risk to life and limb of travelling public. It is therefore, imperative that Railway administration and Railway Ministry examines all the issues listed above carefully and mitigate the risk before introducing such trains on existing railway network.



{ प्रभात कुमार बाजपेई }
रेल संरक्षा आयुक्त