

NO.RS.25-T(40)/77  
Government of India  
Ministry of Tourism & Civil Aviation  
(Commission of Railway Safety)

16-A, Ashok Marg,  
Lucknow, dated 12-7-79.

TECHNICAL CIRCULAR No. 9.

To  
All Commissioners of Railway Safety.  
(3 copies each).

Sub: High Speed Trains.

It is understood that Coramandal Express was permitted to run at a maximum permissible speed of 110 Km/h for the first time between Vijayawada and Altair some time back without a Speed Certificate from the RDSO. In fact, RDSO found this section not fit for 110 Km/h after conducting oscillation trials. While this office is not aware of the circumstances under which this was permitted, I would like to clarify that -

- (a) A high Speed train should not be permitted on any Route for the first time without obtaining a specific Speed Certificate from the RDSO in regard to track, coaches, locomotive, vacuum level, EBDs, etc; after conducting the necessary oscillation trials;
- (b) when once a high-speed train is permitted on a Route on the strength of a speed certificate issued by the RDSO, new trains of similar nature can be permitted with the same rolling stock subject to availability of proper infrastructure for the maintenance of the rolling stock;
- (c) the trailing loads should be limited based on EBDs and load factor. EBD should not exceed 1.2 kms. on BG and 1 Km. on MG on level;

and

- (d) BEML and IRS coaches should not be permitted on high-speed trains on account of difficulties in maintaining them. While BEML coaches are presenting several difficulties in maintenance, IRS coaches are aged and over-aged. If it becomes unavoidable to use these coaches on high-speed trains in exceptional circumstances, their maintenance should receive special attention. IOH between POHs should be insisted upon. Further, their riding qualities should be checked once in two months with portable accelerometers.

Sd/-

(B.J.J. Rao)

Chief Commissioner of Railway Safety.

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