GUARD FILE-2012

JAN.- JUNE

CEDO Br.

No. 70/WDO/ORI/1, Vol.II

Sub : Annual Co-ordination meeting of the Officers of the Commission of Railway Safety with the Railway Board

Ref : (i) DCE(P)'s note no 2007/CE-II/Safety/2(CRS/CCRS), dated 22.6.12

(ii) JD/Safety-IV note no. 2011/Safety (A&R)/1/25, dated 18.6.12

In above reference at (i) above, comments have been called for on the Agenda items received from the Chief Commissioner of Railway Safety (CCRS) for the above meeting. Item no. 1 of agenda item concering to CE(G) Dte. wherein CCRS has observed and dresired as follows :

"1. ***<u>References to manuals in the Railways (Opening for Public Carriage of Passengers) Rules, 2000</u>***

Railways (Opening for Public Carriage of Passengers) Rules, 2000 contains reference to Manuals viz Signal Engineering Manual, P.Way Manual, AC Traction Manual, Telecom Manual in Rules 31(7), 32(5), 33(1), 33(2), 33(3), 33(5), 33(6), 36(1), 36(4), 37(1), 37(2), 41(1)(c), 42, 43(7), Column 3 of Form IX and Question 27 in Form XV. The Railways (Opening for Public Carriage of Passengers) Rules is a subordinate legislation, required to be issued and amended after consultation with Commission of Railway Safety, Ministry of Civil Aviation whereas the manuals contains maintenance instructions issued by the Railways and these can be amended without consultation with Commission of Railway Safety. In such cases where amendments to manuals are made, the instructions for the maintenance staff change, leading to changes in field, ehich may result in violation of Rules.

It is proposed that Railways (Opening for Public Carriage of Passengers) Rules, 2000 should be amended to remove references to manuals and include requirements as part of relevant Rules."

For compliance of above agenda item, comments of Signal, Telecom & Electrical Dtes. are to be required latest by 02.07.2012 positively to facilitate threir complilation and transmition to the CCRS.

29/6/12
SSE/CE/G

- EDCE(G) 29.6.12
- AM/CE
- AM/Signal- item no. 31(7), 32(5), 33(1), 33(2), 33(3), 33(5), 33(6), 36(1), 36(4), 37(1), 37(2) & 43(7)
- AM/Tele- item no. 43(7)
- AM/Electrical- item no. 41(1)(c), 42 & 43(7)
- EDCE(P) & EDCE(B&S)-II - Column 3 of Form IX & Question 27 in Form XV 29/6 29-6-2012

ETS
74429(2)
74429(1)
74429
74429(3)
74429(4)

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, dated 28.06.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD, 2004 for matters related to Electrical Directorate.

Ref : (i) Board's letter of even no., dated 09.05.12
(ii) EDRE(P), Railway Board note no. 2006/RE/138/4, dated 22.05.12
(iii) CEE/CORE's letter no. ELCORE/T/OHE/ALD/FIT/410 Pt.III, dated 23.4.12

Vide note referred at (ii) above, EDRE(P), Railway Board has proposed further some minor corrections based on suggestions given by Chief Electrical Engineer, CORE/Allahabad, vide letter referred at (iii) above, regarding certain corrections to IR SOD (BG) Revised, 2004, "matters related to Electrical Directorate" (copy of EDRE(P)'s note enclosed).

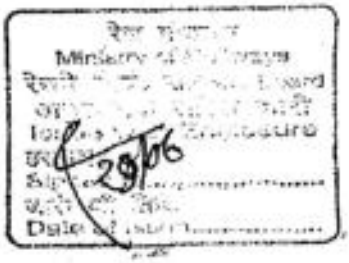
You may, therefore, please get the same examined and send the case with RDSO's comments/recommendations to Board for further necessary action, if any.

Enclosure : As above.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. EDRE(P), Railway Board, New Delhi



2006/RE/138/4, ~~ETS-345~~

FTS No. 51954

Sub: **Amendment in SOD.**

Ref: 1) **EDCE(G)/Railway Board's Letter No. 2011/CEDO/SD/ IRSOD/ Elect./02 dated: 14.03.2012.**

2) **CORE's Letter No. ELCORE/T/OHE/ALD/FIT/410 Pt.III dated: 23.04.2012.**

A&C Correction Slip No. 7 was issued vide letter referred at (1) above. Now, minor corrections including few suggestions given by CEE/CORE vide letter referred at (2) above are required as given below.

1. Chapter-I, Item-10 in place of "Height of ROBs & FOBs during Railway Electrification Work" heading should be ***"Height of ROBs & FOBs"***

2. In A & C correction slip no. 7, headroom clearance for existing & new FOBs & ROBs was specified in Schedule-I, Chapter-1 which is for open route. These changes were not incorporated in Schedule-I, Chapter-2 i.e. for FOBs, ROBs, in yards & station area. It is required to incorporate this as note (f) in Schedule-I, Chapter-1.

Note (f):- Reduced height as given in 10 (c) (iii) for existing over head structures and Note (c) above will also be applicable to Schedule 1, Chapter-2 i.e. both for station yards and open routes. Tunnels, through & semi-through girder bridges shall also be having same head room clearances as ROBs.

3. The applicability of table already given in Schedule-I, Chapter-1, item 11 (d) is not clear. The language needs slight modification for easy comprehension. We may add note- (v) as given below in item 11 (d).

Note- (v):- If the dimensions given in 11 (i) (a) are not available for existing power line crossings, then dimensions given in item 11 (d) will be applicable instead of 11 (i) (a) above.

4. In Appendix 'A' to Chapter V-A, Para 2 in place of Competent Authority, it should be ***"Competent Authority i.e. EIG"*** should be added.

5. In Appendix 'A' to Chapter V-A, Para 4 (a) (ii) in place of Minimum Short Time Clearances to Contact Wire, it should be ***"Minimum Clearance of Contact Wire."***

May please approve & ~~Please~~ process further.

DRE
22.05.2012

EDRE (P)

22/5

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

No. 2012/CEDO/SR/05 New Delhi, Dated 25.06.2012

The General Manager,
Northern Railway, Baroda House,
New Delhi.

Sub : Running of "Broad Gauge Bogie Open Wagon type BOXN (CC+6T+2T)" having maximum axle load of 22.32t on UP & DN lines of Northern Railway at a maximum permissible speed of 80 kmph in empty condition and 60 kmph in loaded condition.

Ref : Your office letter no. 519-W/374 Pt.V(L), dated 09.03.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Open Wagon type BOXN (CC+6T+2T)" having maximum axle load of 22.32t at a maximum permissible speed of 80 kmph in empty condition and 60 kmph in loaded condition or at sectional speed whichever is less on UP & DN lines of Northern Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/05 New Delhi, Dated 25.06.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 13011/19/2011- त.वि., dated 14.05.2012
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

26/06/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

No. 2012/CEDO/SD/11

New Delhi, dated 21.06.2012

The General Manager
South Central Railway
Secunderabad.

Sub : Modification to Vijayawada yard in lieu of relinquishing the land between Vijayawada and Ramavarappadu Gate (via) Satyanarayanapuram and proposed construction of New RRI Cabin building in Vijayawada yard – Replacement of RRI cabin and balance yard remodelling works – Railway Board's condonation for grade infringement in BZA yard on Gudur end.

Ref : SCR's letter no. W.573/INFRINGEMENTS/Vo.I, dated 04.04.12.

With regard to the letter under reference, ED/Safety has observed as under :

"The case has been examined and also discussed with CE/C & CSTE/C, S.C. Railway. Following observations are made :

1) The chainages indicated in SIP whose gradient condonation are sought are marked wrong. Ch.1377m marked instead of 1302.572m for Up & Dn Main lines and Ch.1377m marked instead of 1233.00m for III line.

2) Dn. MAIN Home Signal No. 2 has been provided in gradient portion. It should be shifted backwards & provided in level portion.

3) All up direction starters should be released by up direction Advance Starters to prevent any departing train from standing on gradient portion.

4) Provision in SWR has been made that during shunting, Engine will be attached towards falling gradient side to prevent any rolling down.

However, it would be preferable that while receiving trains at Gudur end, no shunting loads are kept on gradient portion to avoid rolling down in case of shunting engine failure which may collide with arriving train. Railway may please examine this aspect."

Railway may kindly send their remarks on ED/Safety's observations at the earliest.

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure
Signature
Date of issue

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

No. 2012/CEDO/SD/10 New Delhi Dated 20.06.2012

The General Manager,
East Central Railway,
Hajipur.

Sub : Condonation of existing infringements to lesser horizontal clearances to IR Schedule of Dimensions 2004 for FOB at Makhdumpur and Tehta stations of Patna-Gaya section of Danapur Division on East Central Railway.

Ref : ECR's letter no. ECR/CAO/W/CRS/Insp., dated 09.05.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringements for adoption of lesser horizontal clearances for FOB at Makhdumpur and Tehta stations of Patna-Gaya section of Danapur Division on East Central Railway, as shown in Form-XVII enclosed with the above referred letter with Board's comments as under :

(a) Proper lighting arrangements shall be made on platform at FOB locations.

(b) No vending trolley shall be permitted near FOB at infringement locations on platforms.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SD/10 New Delhi Dated 20.06.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q.11012/01/2012-T.W., dated 22.05.12.
2. C.R.S./Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 700001 w.r.t. his letter no. 17/IV/Infringement/12/83/H, dated 17.05.12.
3. EDRE(P), Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
Signature.....
जारी की तिथि
Date of Issue.....

SN/38

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 14th June 2012

The Chief Commissioner Of Railway Safety,
Compound Of The Office Of DRM/NER,
Ashok Marg,
Lucknow - 226001.

Sub : Addendum & Corrigendum Slip (ACS) No. 7 to the Indian Railways Schedule of Dimensions (BG) 2004.

Ref : CCRS's office letter no. K.19011/01/96-RS, dated 26/29.03.2012.

The changes incorporated through Addendum & Corrigendum Slip (ACS) No. 7 to the Indian Railways Schedule of Dimensions (BG) 2004 were necessitated because of various technical considerations. The corrections done in SOD vide Correction Slip no. 7 incorporate the dimensions for which condonation proposals are being regularly forwarded by CCRS office to Railway Board's office for specific projects. The amendment in SOD will avoid moving the condonation proposals in Board's office which will facilitate early CRS inspection and commissioning of the sections.

Although issuing amendment in IRSOD is the prerogative of Railway Board, however, as discussed in meeting in Lucknow on 25.05.12 with Board (CRB, ML & ME), changes incorporated in IRSOD through Correction Slip no. 7 vis-à-vis earlier provisions in juxtaposition & justification are enclosed herewith. Any modification considered necessary may please be advised which will be suitably incorporated.

This issues with the approval of Board (ME and ML).

संलग्नक / उपरोक्तानुसार

14.06.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 : Rly.: 011-23383379 : MTNL: 09910487302 : CUG Mobile]
e-mail address : edceg@rb.railnet.gov.in

रेल मंत्रालय
Ministry of Railways
14/6/12

O/C

Ministry Of Railways
Government Of India

ACS To IRSOD 2004 On Issues Related To Electrical Department

JUXTAPOSITION

I. Amendment To Para-10 Of Chapter-I : General at Page - 6 & 7

In Schedule-I of IRSOD, Revised 2004

"Height of ROBs & FOBs During Railway Electrification Work"

<table>
<tr><th>Page</th><th>Existing Provision in IRSOD-2004</th><th>Modification Proposed in IRSOD-2004</th></tr>
<tr><td>6
And
7</td><td><u>Para-10</u>
(i) Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures : 4875 mm
(ii) Where D.C. electric traction is in use or is likely to be used this dimension shall be : 5410 mm
(iii) Where 25 kV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be :
a) Light overhead structure such as foot over bridges : 6250 mm
b) Heavy overhead structure such as road over or flyover bridges : 5870 mm
<u>Note</u> :
(a) See appendix for extra clearance required on curves.
(b) In case of existing structures a special study shall be made as indicated in Appendix-A to Chapter V-A before 25 kV A.C. traction is introduced.
(c) In areas where 25 kV A.C traction is used or likely to be used, if any turnout or crossover is located under a heavy overhead structure or within 40m from its nearest face irrespective of the position of level crossing</td><td>10. Height of ROBs & FOBs During Railway Electrification Work :
(a) Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures : 4875 mm
(b) Where D.C. electric traction is in use or is likely to be used, this dimension shall be : 5410 mm
(c) Where 25 kV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be as under :
<table>
<tr><th>Item</th><th>Light Overhead Structures such as Foot Over Bridges</th><th>Heavy Overhead Structures such as Road Over Bridges</th></tr>
<tr><td>(i) For New Overhead Structures and alteration to existing Overhead Structures</td><td>6250mm</td><td>5870mm</td></tr>
<tr><td>(ii) For Existing Overhead Structures : Wherever feasible, the height of Contact Wire shall be as high as possible, under the Overhead Structures, to allow the passage of Over Dimensional Consignment/ Rolling Stock of 4.8m height. (For 4.8m height of</td><td>6250mm</td><td>5870mm</td></tr>
</table></td></tr>
</table>

gate, the minimum height of such overhead structure shall be 6250mm. Also, in case the turnout is beyond 40 m but the level crossing gate is within 520m from the nearest face of the bridge, the height of such overhead structure shall be 6250mm.

(d) The height mentioned against items 10 (i), 10 (ii) & 10 (iii) shall be measured from the higher or super-elevated rail.

(e) Extra vertical clearance under overhead structure and overhead equipment in electrified sections an allowance of 275mm to be made for raising of track to permit modern track structure to be introduced.

Note : On lines proposed to be electrified on 25 K.V. A.C system, necessary provision should be made in overhead structure and overhead equipment if necessary by using longer traction overhead equipment masts to permit possible raising of the track by 275mm in future to cater for increased ballast cushion, larger sleeper thickness and deeper rail sections.

Rolling Stock/Over Dimensional Consignment)		
(iii) For Existing Overhead Structures : Under restricted height of Overhead Structure, the minimum height above rail level for a distance of 1600mm on either side of the centre of track for 4.8m height of contact wire from rail level	5270mm	5070mm

Note :

(a) See Appendix for extra clearance required on curves.

(b) In case of existing structures, a special study shall be made, which will be accepted by the concerned Electrical Inspector of the Railways, as indicated in Appendix-A to Chapter V-A before 25 kV A.C. traction is introduced.

(c) In areas where 25 kV A.C traction is used or likely to be used, if any turnout or crossover is located under a heavy overhead structure or within 40m from its nearest face irrespective of the position of level crossing gate, the minimum height of such overhead structure shall be 6250mm*. Also, in case the turnout is beyond 40 m; but the level crossing gate is within 520m from the nearest face of the bridge, the height of such overhead structure shall be 6250mm*.

(d) The height mentioned against items 10(a), 10(b) & 10(c) above shall be measured from the higher or super-elevated rail.

(e) On lines proposed to be electrified on 25 kV A.C system and also in other sections, necessary provision shall be made in overhead structure and overhead equipment, if necessary by using longer traction overhead equipment masts to permit an allowance of 275mm for raising of track in connection with the introduction of modern track structure in future and for catering to increased ballast cushion, larger sleeper thickness and deeper rail sections.

* (under restricted situations, the minimum height shall be 5270mm for 4.80m high contact wire)

II. Clearance For Power Line Crossings Including Telephone Line Crossings Of Railway Tracks (Para-11(i), Chapter-I, Schedule I of SOD 2004 BG)

(Page-7, 8 to IRSOD 2004)

Page 7

Existing Provision in IRSOD-2004

Para-11

(i) Minimum height above rail level of the lowest portion of any conductor Crossing a railway, including Guard Wire, other than Telegraph, Telephone and other such low tension wires or Traction Trolley Wire, under conditions of maximum sag shall be :

SL	Voltage	Clearance
(a)	Upto and including 11 kV	Normally by Underground Cable
(b)	Above 11kV upto and including 66kV	14.10m
(c)	Above 66 kV upto and including 132kV	14.60m
(d)	Above 132 kV upto and including 220kV	15.40m
(e)	Above 220 kV upto and including 400kV	17.90m
(f)	Above 400 kV upto and including 500kV	19.30m
(g)	Above 500 kV upto and including 800kV	23.40m

Modification Proposed in IRSOD-2004

Para-11(i) Minimum height above rail level of the lowest portion of any conductor of crossing, including guard wire, other than telegraph, telephone and other such low tension wires or traction trolley wire, under conditions of maximum sag shall be as follows :

a. For Existing Power Line Crossings :

SL	Over Head Crossing Voltage	Clearances From Rail Level
(1)	(2)	(3)
1.	Upto & including 11 kV	Normally By Underground Cable
2.	Above 11 kV & upto 66 kV	14100 mm
3.	Above 66 kV & upto 132 kV	14600 mm
4.	Above 132 kV & upto 220 kV	15400 mm
5.	Above 220 kV & upto 400 kV	17900 mm
6.	Above 400 kV & upto 500 kV	19300 mm
7.	Above 500 kV & upto 800 kV	23400 mm

b. For New Power Line Crossings or Alteration to Existing Power Line Crossing in electrified sections :

SL	Over Head Crossing Voltage	Clearances From Rail Level	
		Clearance at OHE Structures	Clearance at Mid OHE Span
(1)	(2)	(3)	(4)
1.	Upto and including 11 kV	Normally By Underground Cable	
2.	Above 11 kV & upto 33 kV	14660mm	12384mm
3.	Above 33 kV & upto 66 kV	14960mm	12384mm
4.	Above 66 kV & upto 132kV	15560mm	12994mm
5.	Above 132kV & upto 220kV	16460mm	14524mm
6.	Above 220kV & upto 400kV	18260mm	15434mm
7.	Above 400kV & upto 500kV	19160mm	17884mm
8.	Above 500kV & upto 800kV	21860mm	17884mm

c. For Power Line Crossings in Non-Electrified sections :

SL	Over Head Crossing Voltage	Clearance On Existing Routes From Rail Level For New Track/Additional Line Or Gauge Conversion When Line Is Not Anticipated To Be	Clearances From Rail Level For New Power Line Crossing Or Alternation To Existing Power Line Crossing

			Electrified	
(1)	(2)		(3)	(4)
1.	Upto and including 11 kV		By Underground Cable	By Underground Cable
2.	Above 11 kV & upto 33 kV		10860 mm	14600mm
3.	Above 33 kV & upto 66 kV		11160 mm	14960mm
4.	Above 66 kV & upto 132 kV		11760 mm	15560mm
5.	Above 132 kV & upto 220 kV		12660 mm	16460mm
6.	Above 220 kV & upto 400 kV		14460 mm	18260mm
7.	Above 400 kV & upto 500 kV		15360 mm	19160mm
8.	Above 500 kV & upto 800 kV		18060 mm	21860mm

d. <u>Minimum Clearance Between Highest Traction Conductor & Lowest Crossing Conductor</u> : It is desirable to provide maximum possible clearance in case of power line from the highest traction conductor used for electric traction. However, based on the clearance study, reduced clearances as under may be adopted :

SL.	Over Head Crossing Voltage	Clearance Between Highest Traction Conductor & Lowest Crossing Conductor
(1)	(2)	(3)
1.	Upto & including 11 kV	Normally By Underground Cable
2.	Above 11 kV & upto 66 kV	2440 mm
3.	Above 66 kV & upto 132 kV	3050 mm
4.	Above 132 kV & upto 220 kV	4580 mm
5.	Above 220 kV & upto 400 kV	5490 mm
6	Above 400 kV & upto 500 kV	7940 mm
7.	Above 500 kV & upto 800 kV	7940 mm

<u>Note</u> :

(i) All height/clearances are in mm and under maximum sag conditions.

(ii) Clearances at mid OHE span (Column-4) in Para 11(i)(b) can be adopted if the OHE structure/fixed structure is beyond 6000 mm of nearest conductor of overhead crossing.

(iii) If the crossing is provided with a guarding, a minimum clearance of 2000 mm shall be maintained between the bottom of the guard wire and highest traction conductor.

(iv) Power line crossing in yards & stations area shall be avoided.

7	(ii) Minimum clearance between any	Para-11(ii)	Minimum clearance between any conductor not

<table>
<tr>
<td></td>
<td>conductor not adequately insulated and any railway structure under most adverse conditions
<table>
<tr><th>SL</th><th>Voltage</th><th>Clearance</th></tr>
<tr><td>(a)</td><td>Upto and including 650 volts</td><td>2500mm</td></tr>
<tr><td>(b)</td><td>Above 650 volts upto and including 33 kV</td><td>3700mm</td></tr>
<tr><td>(c)</td><td>Above 33 kV upto and including 66 kV</td><td>4000mm</td></tr>
<tr><td>(d)</td><td>Above 66 kV upto and including 132kV</td><td>4600mm</td></tr>
<tr><td>(e)</td><td>Above 132 K.V. upto and including 165kV</td><td>4900mm</td></tr>
<tr><td>(f)</td><td>Above 165 K.V. upto and including 220kV</td><td>5500mm</td></tr>
<tr><td>(g)</td><td>Above 220 kV upto and including 400kV</td><td>7300mm</td></tr>
<tr><td>(h)</td><td>Above 400 kV upto and including 500kV</td><td>8200mm</td></tr>
<tr><td>(i)</td><td>Above 500 kV upto and including 800kV</td><td>10900mm</td></tr>
</table></td>
<td>adequately insulated and any railway structure under most adverse conditions.
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<tr><td>(1)</td><td>(2)</td><td>(3)</td></tr>
<tr><td>a.</td><td>Upto and including 650 volts</td><td>2500mm</td></tr>
<tr><td>b.</td><td>Above 650 volts, upto & including 33 kV</td><td>3700mm</td></tr>
<tr><td>c.</td><td>Above 33 kV and upto & including 66 kV</td><td>4000mm</td></tr>
<tr><td>d.</td><td>Above 66 kV and upto/including 132 kV</td><td>4600mm</td></tr>
<tr><td>e.</td><td>Above 132 kV and upto/including 165 kV</td><td>4900mm</td></tr>
<tr><td>f.</td><td>Above 165 kV and upto/including 220 kV</td><td>5500mm</td></tr>
<tr><td>g.</td><td>Above 220 kV and upto/including 400 kV</td><td>7300mm</td></tr>
<tr><td>h.</td><td>Above 400 kV and upto/including 500 kV</td><td>8200mm</td></tr>
<tr><td>i.</td><td>Above 500 kV and upto/including 800 kV</td><td>10900mm</td></tr>
</table>
[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]</td>
</tr>
<tr>
<td>7</td>
<td>(iii) Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway : 6100mm</td>
<td>Para-11(iii) Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway : 6100mm
[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]</td>
</tr>
<tr>
<td>8</td>
<td>(iv) The minimum horizontal distance measured at right angles from the centre of nearest track to structure carrying electrical conductors crossing a Railway shall be equal to height of structure in metre above ground level plus 6m.</td>
<td>Para-11(iv) Minimum Horizontal Distance Of Structures
The minimum horizontal distance measured at right angles from the centre of nearest track to any part of a structure carrying electrical conductors crossing a railway shall be :
(a) For <u>rigid and well founded post/structure</u>, its fitting and projections :
<u>For Existing Works</u> :
(i) From rail level to 305 mm above rail level : 1675mm
(ii) From 305mm above rail level to 4420mm above rail level and beyond : 2135mm
<u>For New Work/Alteration to existing works</u> :
(i) From rail level to 305 mm above rail level : 1905mm
(ii) From 305mm above rail level to 4420mm above rail level and beyond : 2360mm
<u>Note</u> : Any post/structure which is so constructed or guyed as to remain in a vertical position, or failing this to continue to provide the clearances specified above, with one or all of the conductors broken or, with its conductors attached, when subjected to maximum wind pressures, may</td>
</tr>
</table>

		be considered to be a 'rigid well founded post/structur (b) However, for other structures not covered in (a) above, it shall be equal to the height of structure in metres above ground level plus 6 metres.

III. CHAPTER V-A ELECTRICAL TRACTION [25 kV AC 50 Cycles]

(Page-27, 28 to IRSOD 2004)

[Only Para 1, 2 & 5 are modified and remaining Para 3 is unchanged version of earlier Para 4]

Page	Existing Provision in IRSOD-2004	Modification Proposed in IRSOD-2004
27	Note : Wherever electric traction is in use, special precautions shall be taken in accordance with provisions made in Chapter XVII of 'General Rules' for all Open Lines of Railways.	Note : Wherever electric traction is in use, special precautions shall be taken in accordance with provisions made in Chapter XVII of 'General Rules' for all Open Lines of Railways.
27	Electrical Clearances : 1. Minimum vertical distance between any live bare conductor (overhead equipment or pantograph) and any earthed structure or other bodies (rolling stock, over bridges, signal gantries etc.). (i) When the conductor is at rest 320mm (ii) When the conductor is not at rest 270mm Note : (i) A minimum vertical distance of 340mm shall normally be provided between rolling stock other than steam locomotives and contact wire to allow for a 20mm temporary raising of the tracks during maintenance. Wherever the allowance required for track maintenance exceed 20mm the vertical distance between rolling stock and contact wire shall correspondingly be increased. For steam locomotives, the figure of 340mm shall be increased to 380mm. (ii) Where adoption of above clearances is either not feasible	Electrical Clearances : 1. Vertical and lateral distance between 25 kV live parts and earthed parts of fixed structures or moving loads/rolling stocks shall be as large as possible. The minimum vertical and lateral electrical clearances to be maintained under worst condition of temperature, wind etc. between any live part of the overhead equipment or pantograph and parts of any fixed structures (earthed or otherwise) or moving loads / rolling stocks shall be as under : (i) Long duration : 250mm (ii) Short duration : 200mm Note : (a) Long Duration means when the conductor is at rest and Short Duration means when the conductor is not at rest. (b) A minimum vertical distance of 270mm shall normally be provided between rolling stock and contact wire to allow for a 20mm temporary raising of the track during maintenance. Wherever the allowance required for track maintenance exceeds 20mm, the vertical distance between rolling stock and contact wire shall correspondingly be increased. (c) Where adoption of above clearance is either not feasible or involves abnormally high cost, Permanent Bench Mark to be provided to indicate the level of track to be maintained.

	or involves abnormally high cost, reduced clearances as follows may be adopted with prior approval of the Chief Electrical Engineer of the Railway concerned and provision of permanent bench mark to indicate the level of the track to be maintained. When the conductor is at rest : 250mm When the conductor is not at rest : 200mm If however, the overline structures are required to be rebuilt, normal clearances should be adopted.	
27	2. Minimum lateral distance between any live bare conductor (overhead equipment or pantograph) and any earthed structure or other bodies (rolling stocks, over bridges, signal gantries etc.) (i) When the conductor is at rest : 320mm (ii) When the conductor is not at rest : 220mm Note : When adoption of the above clearances is either not feasible or involves abnormally high cost, reduced clearances as follows may be adopted with prior approval of the Chief Electrical Engineer of the Railway concerned. (i) When the conductor is at rest : 250mm (ii) When the conductor is not at rest : 200mm	
28	3. Height of contact wire : Minimum height from rail level to the underside of live conductor : (i) Under bridges and in tunnels : 4.80m Note : Para 4(a) Appendix A to Chapter V-A explains the basis of this dimension. (ii) In the open 5.50m (iii) At level crossings 5.50m	2. Minimum height from rail level to the underside of live conductor : (i) Under Bridges and in Tunnels : 4.80m (ii) In the Open : 5.50m (iii) At Level Crossings : 5.50m (iv) In Running And Carriage Sheds : 5.80m Note : (a) In cases where it is proposed to allow only Locomotives or Stocks not higher than 4.42 m, the minimum height of Contact Wire, specified under Item 2(i), may be reduced

	(iv) In running and carriage sheds 5.80m Note : (a) (i) In cases where it is proposed to allow only locomotives or stocks not higher than 4.27m, the minimum height of contact wire specified under item 3(i) may be reduced to 4.65m. A board showing this restriction and specifying locomotives or stocks not permitted to ply normally on such sections should be exhibited at the entrance to the same. (ii) In case reduced clearances as indicated in Note (ii) under item 1 are adopted, the minimum height of contact wire as provided in Note (a)(i) above upto 4.65m may be further reduced to 4.58m. The board as adopted in note (a)(i) should also indicate clearly the special reduced clearances having been adopted at the location. (b) For movement of over dimensional consignments, the height specified under 3(i) above, shall be increased by the difference between the height of the consignment contemplated and 4.41m. In case such an over dimensional consignment is moved at speeds not exceeding 15 km/h and is also specially escorted by authorized railway staff, the desired height of contact wire may be reduced by 50mm. (c) On curves, all vertical distance specified in item 3 above, shall be measured above the level of the inner rail, increased by half the super-elevation.	to 4.69 m. (b) In sections, where the minimum height of contact wire has been kept at 4.54m as per earlier provisions of IRSOD, 2004, a board showing the restriction and specifying "locomotives or stocks higher than 4.27m are not permitted to ply on this section", should be exhibited at the entrance to the section. (c) For movement of Over Dimensional Consignments, the height specified under Item 2(i) above shall be increased by the difference between the height of the consignment contemplated and 4.42m. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15 kmph and is also specially escorted by authorised Railway Staff, the derived height of Contact Wire may be reduced by 50 mm. (d) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation (e) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different heights.
28	4. Maximum variation in alignment of the live conductor wire on either side of the centre line of track under static condition :	3. Maximum variation in alignment of the live conductor wire on either side of the centre line of track under static condition : (i) On straight track : 200mm

	(i) On straight track : 200mm (ii) On curves : 300mm Note : These limits would not apply to special locations like insulated overlaps and out of run wires.	(ii) On curves : 300mm Note : These limits would not apply to special locations like insulated overlaps and out of run wires. [There is no change in this Para w.r.t. existing provisions of IRSOD 2004]
28	5. Maximum width of pantograph collector : 1800mm Note : A tolerance of plus 10mm on maximum width specified is permissible to accommodate variation in manufacture and mounting with respect to the centre line of vehicle.	4. Maximum width of pantograph collector : 2030mm Note : A tolerance of plus 10mm on maximum width specified is permissible to accommodate variation in manufacture and mounting with respect to the centre line of vehicle.

IV. APPENDIX 'A' TO CHAPTER V-A

Clearances Required For 25KV, Single Phase, AC-Electric Traction

(Page-37, 38, 39 to IRSOD 2004)

[Only Para 1, 4 and 5 are modified and remaining Para 2 and 3 are unchanged]

Page	Existing Provision in IRSOD-2004	Modification Proposed in IRSOD-2004
37	It is desirable to provide the maximum possible clearance in the case of lines equipped for 25 KV A.C. 50 cycle single phase electric traction. The feeding system for the 25 KV phase A.C. electric traction can be any of (i) 25 KV simple feeding system *(i.e.* system where rails/earth only are used for the return of traction current), (ii) 25 KV booster transformers (BT) and return conductor (RC) feeding system and (iii) 2x25 KV auto transformers (AT) feeding system. In no case, shall these be less than the basic dimensions as recommended by the International Union of Railways on pages 6,7 and 8 of their leaflet No. 606 (2nd edition, 1st January 1963) of which an extract is given below : A. Clearance between live bare conductors (catenaries or pantographs) and structure. Note : The term "catenary" is used to represent traction overhead equipment.	1. It is desirable to provide the maximum possible clearances in the case of lines equipped for 25 kV AC 50 cycle single phase electric traction. **Minimum Clearances between live bare conductors / pantographs and structure –** (a) Short Term Clearances - Vertical and lateral distance between live conductors and earth (normally existing only for a brief period) : 200mm (b) Long Term Clearance - Vertical and lateral distance between live conductors and earth (which may remain for a considerable period) : 250mm

	(a) Clearances normally existing only for a brief period (distance between structures and catenary raised momentarily or vehicle pantographs outside normal stopping points). (a-2) Operation in which extensive steam haulage is used or installations close to the sea : Vertical distance between live conductors and earth : 270mm Lateral distance between live conductors and earth : 220mm (b) Clearance which may remain for a considerable period (distance between structures and catenary at rest or immobile pantographs at normal stopping points). (b-2) Operation in which extensive steam haulage is used or installations close to the sea : Vertical or lateral distance between live conductors and earth : 320mm B. Clearance between the upper section of the rolling stock and the contact wire. (a) Normal loads : In the case of normal loads, the clearance between the upper part of the load and the lowest point of the contact wire in static position must not be less than D mm. D=340mm. This applies in the case of normal loads not receiving any special supervision and the contact wires subject to considerable vertical oscillation under pressure from the pantographs and due to wind. D may be reduced to 290 mm in the case of specially supervised loads and on condition that the contact wire cannot sway to any considerable extent, due to pressure from the pantograph wind effect. (b) Special loads : It shall be the responsibility of each Administration to decide upon the deviation from the above clearances to be made in respect of the characteristics of special loads. (c) Tracks raised from maintenance	

	purposes The above clearances for normal and special loads apply to tracks in normal condition. For the purpose of track maintenance, a reduction of 20mm may be made in the above clearances, on the assumption that the passing of the first train following the lifting takes place will cause conditions to revert to normal.	
38	2. In order to ascertain whether the requisite clearance would be available under an existing structure, the permissible height of the contact wire shall first be determined by competent authority. For this purpose the following particulars should be known : (i) Particulars of the structure including profile (ii) Allowance for slewing of track (iii) Allowance for low joints in tracks (iv) Radius of curvature of track under the structure (v) Super-elevation of track under the structure (vi) Maximum permissible speed under the structure (vii) Maximum dimensions of over-dimensional consignments which are permissible and safety measures which would be taken for movement of over-dimensional consignments (viii) Location of the structure in relation to level crossings, water columns and turnouts in the vicinity (ix) Type of overhead equipment	2. In order to ascertain whether the requisite clearance would be available under an existing structure, the permissible height of the contact wire shall first be determined by competent authority. For this purpose the following particulars should be known : (i) Particulars of the structure including profile (ii) Allowance for slewing of track (iii) Allowance for low joints in tracks (iv) Radius of curvature of track under the structure (v) Super-elevation of track under the structure (vi) Maximum permissible speed under the structure (vii) Maximum dimensions of over-dimensional consignments which are permissible and safety measures which would be taken for movement of over-dimensional consignments (viii) Location of the structure in relation to level crossings, water columns and turnouts in the vicinity (ix) Type of overhead equipment [There is no change in this Para w.r.t. existing provisions of IRSOD 2004]
38	3. After determining permissible height of the contact wire based on above particulars, the clearance required between the lowest portion of the bridge or structure and the top most position of the overhead wire shall be determined in each case after study of the following :	3. After determining permissible height of the contact wire based on above particulars, the clearance required between the lowest portion of the bridge or structure and the top most position of the overhead wire shall be determined in each case after study of the following : (a) System of tensioning of the overhead equipment (b) Atmospheric conditions (c) Maximum permissible number of electric

	(a) System of tensioning of the overhead equipment (b) Atmospheric conditions (c) Maximum permissible number of electric locomotives per train (double or triple headed) (d) Location of the structure in relation to points and crossings, overlap, spans etc. (e) Length of structure along tracks (f) Type of structure, girder, masonry etc. (g) The span of overhead equipment under the bridge (h) Presence of traction feeder (I) Likelihood of diesel locomotive halting under the structure	locomotives per train (double or triple headed) (d) Location of the structure in relation to points and crossings, overlap, spans etc. (e) Length of structure along tracks (f) Type of structure, girder, masonry etc. (g) The span of overhead equipment under the bridge (h) Presence of traction feeder (i) Likelihood of diesel locomotive halting under the structure [There is no change in this Para w.r.t. existing provisions of IRSOD 2004]
38	4. (a) The minimum height of contact wire has been derived on the assumption that standard locomotives of height of 4.42m should be able to work on all sections electrified with 25 KV A.C. traction system with live traction overhead equipment. Height of the locomotive : 4.42 m Minimum clearance to contact wire : 0.32 m Allowance for ionization over chimney : 0.04 m Allowance for track maintenance : 0.02 m Total : 4.80 m (b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives, the maximum height of rolling stock over dimensional consignments with live overhead equipment at speed over 15km/h (when vertical oscillation of overhead equipment is pronounced) is derived as under : Minimum height of contact wire : 4080 m Less - (i) Minimum electrical clearance :	4. (a) The minimum height of contact wire for a stock height of 4.42m to be able to run on all sections electrified with 25 kV A.C. traction system with live traction overhead equipment : (i) Height of the locomotive : 4.42m (ii) Minimum short time clearances to contact wire : 0.25m (iii) Allowance for track maintenance : 0.02m (iv) Minimum height of contact wire (Total) : 4.69m Note : For OHE span length of 49.5m or below, the oscillations of contact wire get reduced to 0.05m and the minimum height of contact wire in Para 4(a)(iv) can be reduced to 4.69m. (b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives and stock, the maximum height of over Dimensional Consignments (ODC) with the live over head equipment at speed over 15km/h (when vertical oscillation of overhead equipment is pronounced) is derived as under : Minimum height of Contact Wire : 4.69 m *Less* (i) Minimum electrical clearance : 0.20 m (ii) Track allowance : 0.02 m (iii) Allowance for vertical oscillation of contact wire under influence of moving pantographs : 0.05 m Total : 0.27 m Permissible maximum height of Over Dimensional

	0.27 m (ii) Track allowance : 0.02 m (iii) Allowance for vertical oscillation of contact wire under influence of moving pantographs : 0.10 m Total : 0.39 m Permissible maximum height of over dimensional consignment : 4.41 m (c) If an over dimensional consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an over dimensional consignment halting under a structure, a clearance of 0.32m under rest condition is to be provided, vide item 1 of Chapter V-A. In this case the derived height of contact wire may be reduced by 50mm.	Consignment : 4.42 m (c) If an Over Dimensional Consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an Over Dimensional Consignment halting under a structure, a clearance of 0.25 m under rest condition is to be provided, vide item 1 of Chapter V-A. In this case the derived height of contact wire may be reduced by 50 mm.
39	5. In Chapter 1, item 10, the height of structures above rail level has been separately specified for light and heavy structures. It should normally be feasible to erect traction overhead equipment under a structure irrespective of its location and the fact that a structure with a large height would permit of a better and more economic layout of tractions overhead equipment, while a structure with a low would lessen the cost of the structure itself. Therefore, in the case of light structures such as foot-over bridges it would be desirable to keep a standard height of contact wire of 5.50m. In case of heavy structures, such as flyover bridges or road over bridges, it is desirable to keep the height of contact wire as low as possible consistent with the requirements of movement of standard class 'C' over dimensional consignments of height 4.80m.	5. In the case of light structures such as foot-over bridges, it would be desirable to keep a standard height of contact wire of 5.50m. In case of heavy structures, such as flyover bridges or road over bridges, it is desirable to keep the height of contact wire as low as possible, consistent with the requirements of movement of Standard Class 'C' Over-Dimensional Consignments of height 4.80m.

Justification for A&C Correction Slip No. 7 in IRSOD 2004.

Para 1 & 2 of Schedule I, Chapter I, General states:-

"The dimensions given in this Schedule-I have been classified under two heads namely for "Existing works" and for "New works". Existing works means the works which were existing before issue of this Schedule of Dimensions (2004) and would help the field engineers to provide the information about previous dimensions followed at one place.

New works would include altogether new constructions, additions of new lines/structure, gauge conversion and doubling. However, it is not intended to include the works of alteration such as shifting of a points and crossings, extension of siding, building etc."

Electrification work has not been included in list of new works. Even then the raising/condonation issues are being raised by CRSs for height of existing ROBs and FOBs structures.

Para 10 (iii) of this chapter is as under:-

"Where 25 KV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be:-

(a) Light overhead structure such as foot over bridges	6250 mm
(b) Heavy overhead structure such as road over bridges	5870 mm

Note (b) "In case of existing structures a special study shall be made as indicated in Appendix –A to Chapter V-A before 25 KV A.C. traction is introduced."

Schedule II Para 7 of IRSOD 2004 states as under:-

"Structures which have already been built in accordance with items 10 & 13 of Chapter I, items 9,10 & 11 of Chapter II and items 5 & 6 of Chapter III of Schedule I as contained in the 1958 reprint, reproduced in note below, may infringe the dimensions now shown against these items. Such infringements may continue and alterations for the removal of such infringements need be taken up only when 25 KV A.C. Electric Traction is undertaken when a study shall be made of each structure to limit the extent of alterations as indicated in Appendix A to Chapter V-A."

As per above two provisions the height of ROB & FOB structures should be raised only after special study as per Appendix A to Chapter V-A. However, in practice height was being raised to comply the dimensions given in para 10 (iii) or if not possible to raise condonations were being obtained.

(a) In order to comply with the above instructions modifications in IRSOD 2004 in Para 10 (iii) (c) has been done by introducing the new heading of existing over head structures with restricted height. The detailed calculations are given in Annexure II.

(b) In para 11 (i) minimum height above the rail level of the lowest portion of the conductor crossing the railway was given. However, these dimensions are for existing crossings in electrified areas. With coming up of Dedicated Freight Corridor with higher SOD and with electrification with 2x25 KV system, there was need that these dimensions may be revised when modifications in Power Line Crossings are being done. Hence, para (b) & (c) were added in A&C Correction Slip No. 7. The details are given in Annexure II.

(c) In A&C Slip No. 7 in para 11 (i) additional para (d) has been added as height of crossing conductor above rail level has been mentioned but minimum clearances between highest traction conductor & lowest crossing conductor is not given in IRSOD 2004. It is in accordance with Indian Electricity Rules, 1956, Clause 87.

(d) Minimum horizontal distance of the structure from centre of the track was given in IRSOD as H+6 and sometimes in existing structures it is not available and it is difficult & costly to modify the existing structures. In IRSOD in Para 7 of this Chapter minimum horizontal distance from centre of the track to any structure was already defined. Hence, same dimensions have been taken for structure carrying electrical conductors crossing a railway line.

(e) In chapter V and in Appendix-A to Chapter V-A, modifications have been done in A&C Slip No. 7 because long time and short time electrical clearances were earlier reduced from 320/270mm to 250/200mm after recommendations of IIT/Kanpur. The issue was raised in Electrical Standards Committee Meeting and RDSO was asked to consult IIT/Kanpur. Other modifications in this chapter have been arrived after reducing these clearances.

Para 10 of Chapter I : General at Page 6 & 7 of IRSOD, Revised 2004, as per A&C Slip No. 7.

Para 10 (c) iii –

Item	Light Overhead Structures, such as Foot Over Bridges	Heavy Overhead Structures, such as Road Over Bridges
For Existing Overhead Structures : Under restricted height of Overhead Structure, the minimum height above rail level for a distance of 1600mm on either side of the centre of track for 4.8m height of contact wire from rail level	5270mm	5070mm

Detailed calculations to arrive at above dimensions are as under:

Height of the locomotive	4420mm
Clearance of contact wire	250mm
Allowance for vertical oscillations of contact wire influence of moving parts (for all spans)	100mm
Allowance for track maintenance	20mm
Thickness of contact wire and erection tolerance	30mm
Total(Minimum height of bottom of contact wire)	**4820mm**
Minimum vertical distance between live conductor and earth	250mm
Hence, Total minimum headroom under ROB/Flyover (4740mm + 250mm)	**5070mm**
Extra clearance required for Light overhead structure (foot over bridge) w.r.t. Heavy overhead structure (road over or flyover bridges)	200mm
Hence, Total minimum headroom under FOB	**5270mm**

(Para 11(i), Chapter I, Schedule I of SOD 2004 BG) as per A&C Slip No. 7

(b) For New Power Line Crossings or Alternation to Existing Power Line Crossing in electrified sections.

SN	Over Head Crossing Voltage	Minimum Clearances From Rail Level	
		Clearance at OHE Structure	Clearance at Mid-OHE Span
(1)	(2)	(3)	(4)
1	Upto & including 11 kv	Normally by underground cable	
2	Above 11 kv & upto 33 kv	14660 mm	12384 mm
3	Above 33 kv & upto 66 kv	14960 mm	12384 mm
4	Above 66 kv & upto 132 kv	15560 mm	12994 mm
5	Above 132 kv & upto 220 kv	16460 mm	14524 mm
6	Above 220 kv & upto 400 kv	18260 mm	15434 mm
7	Above 400 kv & upto 500 kv	19160 mm	17884 mm
8	Above 500 kv & upto 800 kv	21860 mm	17884 mm

Justification

Height of crossing conductor above rail level has been worked out by taking height of top fittings of portal including super mast from rail level as 10960mm (2x25 Kv system) and adding clearance required as IE Rule CL80 for different voltages i.e. 4,000mm for 66 kv from fixed structure and adding 0.30 metre for every additional 33,000V and part thereof.

(c) For Power Line Crossings in Non-Electrified sections

S N	Over Head Crossing Voltage	Minimum Clearances on Existing Routes from Rail Level for New Track/Additional Line or Gauge Conversion when line is not anticipated to be electrified.	Minimum Clearances from Rail Level for New Power Line Crossing or Alteration to Existing Power Line Crossing
(1)	(2)	(3)	(4)
1	Upto & including 11 kv	By underground cable	By under-ground cable
2	Above 11 kv & upto 33 kv	10860 mm	14600 mm
3	Above 33 kv & upto 66 kv	11160 mm	14960 mm
4	Above 66 kv & upto 132 kv	11760 mm	15560 mm
5	Above 132 kv & upto 220 kv	12660 mm	16460 mm
6	Above 220 kv & upto 400 kv	14460 mm	18260 mm
7	Above 400 kv & upto 500 kv	15360 mm	19160 mm
8	Above 500 kv & upto 800 kv	18060 mm	21860 mm

Justification

Dimensions in Column (3) have been taken as per The Indian Electricity Rules, 1956 Clause 80 and dimensions in Column (4) are same as given in Column (3) in table above in para (b).

(d) Minimum clearance Between Higher Traction Conductor & Lowest Crossing Conductor as per IR Rule 1956 clause 87.

SN	Over Head Crossing Voltage	Minimum Clearances Between Highest Traction Conductor & Lowest Crossing Conductor
(1)	(2)	(3)
1	Upto & including 11 kv	Normally by underground cable
2	Above 11 kv & upto 66 kv	2440 mm
3	Above 66 kv & upto 132 kv	3050 mm
4	Above 132 kv & upto 220 kv	4580 mm
5	Above 220 kv & upto 400 kv	5490 mm
6	Above 400 kv & upto 500 kv	7940 mm
7	Above 500 kv & upto 800 kv	7940 mm

Justification

Figures in Column (3) have been taken as per The Indian Electricity Rules, 1956 Clause 87.

Para 11(iv) Minimum Horizontal Distance of Structures

The minimum horizontal distance measured at right angles from the centre of nearest track to any part of a structure carrying electrical conductors crossing a railway shall be:

(a) For rigid and well founded post/structure, its fitting and projections:

For existing Works:

(i) From rail level to 305mm above rail level 1675mm

(ii) From 305mm above rail level to 4420mm above rail level and beyond 2135mm

For New Work/Alteration to existing works:

(i) From rail level to 305mm above rail level 1905mm

(ii) From 305mm above rail level to 4420mm above rail level and beyond 2360mm

(b) However, for other structures not covered in (a) above, it shall be equal to the height of structure in metres above ground level plus 6 metres.

Justification

These dimensions are same as given in Para 7 of Chapter 1 General of IRSOD 2004.

III CHAPTER V – A ELECTRICAL TRACTION (25 kv AC 50 Cycles) (Page 27,28 of IRSOD 2004) as per A&C Slip No. 7

Long duration and short duration electrical clearances have been reduced from 320/270mm to 250/200mm after recommendations of IIT/Kanpur. Other modifications in dimensions in this chapter have been arrived after reducing electrical clearances.

IV APPENDIX 'A' TO CHAPTER V-A Clearances Required for 25KV, Single Phase, AC-Electric Traction (Page 37, 38, 39 of IRSOD, 2004) as per A&C Slip No. 7

Long duration and short duration electrical clearances have been reduced from 320/270mm to 250/200mm after recommendations of IIT/Kanpur. Other modifications in dimensions in this chapter have been arrived after reducing electrical clearances.

SOUTH EAST CENTRAL RAILWAY

Office of the
CAO/Con/BSP
Date: 06.06.2012

No: CRS Authorization/

To

The Executive Director,
Civil Engineering/General
Railway Board, New Delhi.

Sub: Sanction of Railway Board for opening of newly completed/ commissioned Section of SEC Railway

Ref:- Your even letter No. 70/WDO/ORI/1/Vol.II dtd: 09.09.2011, dtd: 10.10.2011 & dtd: 24.05.2012

Vide letter under reference, request for Post-facto sanction has already been sent to Railway Board vide this office letter no. CRS Authorization dt:-27.10.2011. However another copy of the same along with all the enclosures is sent herewith for taking further necessary action at your end.

(R. Venkadasamy)
Chief Administrative Officer (Con),
SEC Railway, Bilaspur

DyCE(con)/survey/SECR

May kindly reply according to Board's letter no. 70/WDO/ORI/RO/1/Vol II dated 9-11-2011 regd. the action taken on items of CRS inspection reports recorded in Juxtaposition for each of the projects
Copy of letter is enclosed.
8.6.12
A.DE(Cn).

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

No.2011/CEDO/SR/IRSOD/O

New Delhi, Dated 05.06.2012

ED/Motive Power,
ED/Testing,
RDSO, Manak Nagar,
Lucknow.

Sub : Policy Circular No. 7 on the subject "Opening of Sections and Sanction of Sectional Speed on Indian Railways".

While approving the above comprehensive circular - Policy Circular No. 7 on the subjects of "Opening of Sections and Sanction of Sectional Speed on Indian Railways" (copy enclosed), Board (MM & ME) have remarked as under :

"We may consider getting it cross-checked with RDSO (ED/Testing & ED/Motive Power) (who's the custodian for issue of all speed certificates) for validation."

You are, therefore, requested to get the same examined and send remarks, if any to Board for further necessary action at Board's level.

Enclosure : As above

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

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

No. 2009/CEDO/SR/48

New Delhi, dated 04.06. 2012

The General Manager,
East Central Railway,
Hajipur.

Sub : Railway Board's extension of validity for running of 22.9t (CC+8+2t) axle load Broad gauge open wagon type BOXNHL on East Central Railway.

Ref : Your office letter no. ECR/MEC/WAG/476, dated 24.10.2011.

With reference to above, request has been received to provide a copy of Railway Board's extended validity of initial sanction for running of 22.9t axle load of Board Gauge Open Wagon type BOXNHL wagons over ECR.

Vide Board's letter of even no., dated 02.12.2009, sanction of Ministry of Railways, Railway Board was communicated for running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t (CC+8+2t) on MGS-GZB, PWL-BINA, MKP-NYN, CNB-BZM-KID-MKP sections of North Central Railway with the stipulation :

"Operation of the wagon is being permitted initially for two years period, to be reviewed later after two years."

Since the validity of sanction has expired on 01.12.2011, Railway may apply for fresh sanction as per procedure.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

D/C

No. 2011/CEDO/SD/16/O

Sub : Committee for Comprehensive appraisal of all aspects relating to Double stack Containers on Indian Railways.

Ref : Board's letter of even no. dated 17.04.2012

In terms of item no. 7 of the Minutes communicated vide letter no. 2011/CEDO/SR/16/O, dated 17.04.2012 the nominated Committee for Container Corporation was to visit JNPT, Mumbai on 9th May, 2012 which could not, however be materialized. As already discussed, visit to JNPT has been planned on 13th June 2012.

All the Committee members are requested to kindly make it convenient to attend.

EDCE(G)
04.06.2012

Distribution for kind information and necessary action to :

- EDCE(P) 4/6/12
- EDME(Freight) 4/6
- EDTT(S) 04/06

O/C

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

No. 70/WDO/ORI/RO/1/Vol.II New Delhi, Dated 24.05.2012

The General Managers,
All Indian Railways.

Sub : Sanction of Railway Board for opening of newly completed/ commissioned Railways.

Ref : Railway Board's letter of even no., dated 09.09.2011.

Vide Board's letter of even no., dated 09.09.2011 & followed by reminder dated 10.10.2011, Railways were asked to advise Railway Board the current status of processing for Board's sanction w.r.t. opening of newly completed/commissioned Railways, as listed with the letter under reference or otherwise done by Railways; but in only few cases feedback has so far been received.

It is, therefore, requested that the needful action may please be taken at the earliest and Board be advised accordingly by 21st June 2012.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

- CAOs/C and Pr.CEs of all Zonal Railways.
- AM/Traffic, AM/CE and Advisor/Project, Railway Board.
- ED/Works, ED/TT(S) and ED/Coaching, Railway Board

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
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Date of Issue.....

O/C

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

No.2012/CEDO/ORI/12 New Delhi, Dated 23.05.2012

The General Manager,
Central Railway,
CST, Mumbai.

Sub : Opening of newly constructed BG Non-Electrified Diversion line (2.667 kms) in Mumbai Division of Central Railway for Public Carriage of Passengers.

Ref : CRS/Central Circle letter no. सी.12(162)/2011/हिं-31, dated 02-01-12.

The above section was inspected by CRS, Central. Circle, Mumbai on 30.12.2011 and the opening of the section was authorized vide his letter no. सी.12(162)/2011/हिं-31, dated 02/04-01-2012 with certain observation.

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ Central Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

23.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
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Date of Issue.....

Dy Medical copy

C

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

No.2011/CEDO/SD/21(Duplicate) New Delhi, Dated 21.05.2012

The General Manager,
Northern Railway,
New Delhi.

Sub : Condonation of existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for Through Girder Bridge (TGB) No. 1075 between Bhitora and Dheneta Stations at Km 1331/3-7, in connection with Railway Electrification works on Moradabad - ROZA section of Moradabad Division of Northern Railway.

Ref : Northern Railway's letter no. 519-W/928/Pt.I, dated 06.09.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for Through Girder Bridge (TGB) No. 1075 between Bhitora and Dheneta Stations at Km 1331/3-7, in connection with Railway Electrification works on Moradabad - ROZA section of Moradabad Division of Northern Railway, as shown in Form-XVII enclosed with above referred letter.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/21(Duplicate) New Delhi, Dated 21.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow – 226 001 w.r.t. his endorsement no. क्यू. 11014/03/2011-त.वि. dated 21.09.11.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi – 110 021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/Pt.I/710-712, dt. 26.11.10.
3. EDRE(P), Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड /Railway Board
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भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
रेलवे बोर्ड Railway Board

No.2012/CEDO/SD/IRSOD/O New Delhi, Dated 21.05.2012

Executive Director (Track-I),
RDSO, Manak Nagar,
Lucknow.

Sub: Proposed modifications in IRSOD (BG) Revised, 2004 w.r.t. minimum distance between centre to centre of tracks.

Ref : Your office letter no. CT/SD/Rev./BG/MG, dated 19.12.2011.

Vide letter referred above, RDSO have proposed Addendum & Corrigendum Slip to IRSOD (BG) Revised, 2004 w.r.t. minimum distance between centre to centre of tracks.

However, while processing the above proposal (copy enclosed) for Board's approval, Adviser (RE) has remarked as under :

"Comments of TI and Signaling directorates of RDSO are essential and need to be taken."

Yoy may, therefore, get the same examined and send the case to Board with comments of TI & Signal Directorates of RDSO for further necessary action.

Enclosure : As above

21.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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O/C

Addendum and Corrigendum Slip (ACS) No. 8
To IRSOD (BG), Revised, 2004

I. Para 1 of Chapter I : General (at page-4)

Spacing Of Tracks :

1. Minimum distance centre to centre of tracks.

(i)	For existing works	-	4265mm
(ii)	For new works/additions to existing works	-	5300mm

Note :

(a) See Appendix for extra clearance required on curves.

(b) For spacing of tracks in tunnels, through and semi through girder bridges, see item 13 (i).

(c) New/Additional works cover laying of new line and new running loops. Extension of existing line or replacement of points & crossings will not be treated as new work.

(d) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the above clearances shall be increased by equal to the width of such provisions / structures / foundation, as the case may be.

II. Para 1 of Chapter II : Station Yard (at page-10)

Spacing Of Tracks :

1. Minimum distance centre to centre of tracks.

(i)	For existing works	-	4265mm
(ii)	For new works/additions to existing works	-	5300mm

Note :

(a) See Appendix for extra clearance required on curves.

(b) New/Additional works cover laying of a new line. Extension of existing line or replacement of points & crossings will not be treated as new work.

(c) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the above clearances shall be increased by equal to the width of such provisions / structures / foundation, as the case may be.

III. Note - (b) below Para 12 of Chapter-I : General (at page-8)

(b) Signal wires or supports for signal wires may be allowed at not less than 1600 mm or 1830mm in the case of tunnels or through or semi-through girder bridges [see note at item 31 of Chapter IV (A)] on either side of the centre of track provided that they are not more than 203mm above rail level.

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

No. 2012/CEDO/SR/02 New Delhi, Dated 17.05.2012

The General Manager,
North Central Railway,
Allahabad.

Sub : Running of "Broad Gauge Bogie Open Wagon type BOXNHAM (CC+8T+2T)" having maximum axle load of 22.82t over approved CC+8+2T routes of North Central Railway at a maximum permissible speed of 100 kmph in empty condition and 75 kmph in loaded condition..

Ref : Your office letter no. 355-W/CRS/BOXNHAM (CC+8T+2T)/NCR/Bridge, dated 03.01.2012 .

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Open Wagon type BOXNHAM (CC+8T+2T)" having maximum axle load of 22.82t at a maximum permissible speed of 100 kmph in empty condition and 75 kmph in loaded condition or at sectional speed whichever is less over approved CC+8+2T routes of North Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

17.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/02 New Delhi, Dated 17.05.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 12051/01/2012-टी.डब्लू., dated 29.03.2012
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

17.5.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड



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

No.2011/CEDO/SD/14 (Duplicate) New Delhi, Dated 17.05.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Nelamangala-Solur : Condonation for horizontal & vertical infringing 66 KV double circuit over head power line crossings in connection with Bangalore City - Hassan new BG line project at location Km. 15/600 (YPR-TK line) between Chckbanavar- Nelamangala section in Bangalore Division of South Western Railway.

Ref : S.W. Railway's letter no. E/CN/EHT PLX/CON/EIG, dated 23.02.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for temporary condonation upto June-2012 for horizontal & vertical infringing 66 KV double circuit over head power line crossings in connection with Bangalore City - Hassan new BG line project at location Km. 15/600 (YPR-TK line) between Chckbanavar- Nelamangala section in Bangalore Division of South Western Railway, as shown in Form-XVII enclosed with above referred letter

17.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/14 (Duplicate) New Delhi, Dated 17.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11017/04/2011- त.वि. dated 08.7.11.
2. The Commissioner of Railway Safety, Southern Circle, 7,Seshadri Road,Gandhinagar, Bangalore - 560 009 w.r.t. letter no. Q.11017/1/2011-12 SWR/128, dated 24.06.11.
3. EDEE(M), Railway Board, New Delhi.

रेल मंत्रालय
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17.5.12

(आलोक कुमार)
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O/C

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

No. 2012/CEDO/SR/04

New Delhi, Dated 17.05.2012

The General Manager,
North Central Railway,
Allahabad.

Sub : Running of "Broad Gauge Bogie Open Wagon type BOXNM1 (CC+6T+2T)" having maximum axle load of 22.32t for all BG sections except Shikohabad – Farrukhabad, Ait – Komach and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway at a maximum permissible speed of 80 kmph in empty condition and 70 kmph in loaded condition.

Ref : Your office letter no. 355-W/CRS/BOXNM1 (CC+6T+2T)/All BG Sections /NCR/Bridge, dated 27.10.2011/08.11.2011.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Open Wagon type BOXNM1 (CC+6T+2T)" having maximum axle load of 22.32t at a maximum permissible speed of 80 kmph in empty condition and 70 kmph in loaded condition or at sectional speed whichever is less over all BG sections except Shikohabad – Farrukhabad, Ait – Komach and Yamuna Bridge – Agra City – Raja Ki Mandi sections of North Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

17.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/04

New Delhi, Dated 17.05.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 13011/11/2011-टी.डब्लू./107, dated 08.04.12
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

17.5.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2012/CEDO/SR/03 New Delhi, Dated 15.05.2012

The General Manager,
North Central Railway,
Allahabad.

Sub : Running of "Broad Gauge Bogie Covered Wagon type BCNHSM1 (CC+8T+2T)" having maximum axle load of 22.82t over approved CC+8+2T routes of North Central Railway at a maximum permissible speed of 90 kmph in empty condition and 75 kmph in loaded condition..

Ref : Your office letter no. 355-W/CRS/BCNHSM1 (CC+8T+2T)/NCR/Bridge, dated 03.01.2012 .

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Covered Wagon type BCNHSM1 (CC+8T+2T)" having maximum axle load of 22.82t at a maximum permissible speed of 90 kmph in empty condition and 75 kmph in loaded condition or at sectional speed whichever is less over approved CC+8+2T routes of North Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/03 New Delhi, Dated 15.05.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 13011/02/2012-टी.डब्लू./106, dated 21.02.12
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

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

No.2012/CEDO/SD/07 New Delhi, Dated 10.05.2012

The General Manager,
West Central Railway,
Jabalpur.

Sub : Condonation of infringement to Vertical/ Horizontal clearance in Bina - Ruthiyai - Vijaypur section of Bhopal Division of the West Central Railway.

Ref : West Central Railway's letter no. BKRE/EL/230, dated 09.01.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to Vertical/ Horizontal clearance in Bina - Ruthiyai - Vijaypur section of Bhopal Division of the West Central Railway, as shown in Form-XVII enclosed with above referred letter.

10.5.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/07 New Delhi, Dated 10.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. वयू. 11011/01/2012-टी.डब्लू /114, dated 28.02.2012.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M. K. Road, Mumbai - 400 020 w.r.t. letter no. C-13(208)/2011-62, dated 18.01.2012.
3. EDRE(P), Railway Board, New Delhi.

रेल मंत्रालय
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10.5.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, dated 09.05.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD, 2004 for matters related to Electrical Directorate.

Ref : CEE/CORE's letter no. ELCORE/T/OHE/ALD/FIT/410 Pt.III, dated 23.4.12

Chief Electrical Engineer, CORE/Allahabad has proposed for certain corrections to IR SOD (BG) Revised, 2004, in connection with "matters related to Electrical Directorate" (copy of relevant papers enclosed).

You may, therefore, please get the same examined and send the case with RDSO's comments/recommendations to Board for further necessary action, if any.

Enclosure : As above.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. EDRE(P), Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
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भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
रेलवे बोर्ड Railway Board

No.2012/CEDO/SD/08

New Delhi, Dated 08.05.2012

The General Manager,
Western Railway,
Churchgate Mumbai.

Sub : Condonation of infringements to (1) item no. 8(iii) (a) & (b) and; (2) Para 11(i) of Schedule-I, Chapter-I of IRSOD 2004, due to electrification in Ujjain-Indore section of Ratlam Division of Western Railway.

Ref : Western Railway's letter no. UIDM/EL/Gr.138/CRS/Vol-I, dated 15.03.12.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to (1) item no. 8(iii) (a) & (b) and, (2) Para 11(i) of Schedule-I, Chapter-I of IRSOD 2004, due to electrification in Ujjain-Indore section of Ratlam Division of Western Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

(a) Power Block on transmission line shall be taken before crane working near power line crossings.

(b) BCM working shall be restricted to locations where infringements to foundation do not exist.

(आलोक कुमार) 08.05.12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/08

New Delhi, Dated 08.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11020/02/2012-टी.ब्ल्यू., dated 23.06.11.
2. The Commissioner of Railway Safety, Western Circle, Churchgate Station Building Annexe, M.K.Road, Mumbai - 400 020 w.r.t. letter no. 221/168, dated 20.03.12.
3. EDRE(P), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
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Date of Issue.....

08.05.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/09

New Delhi, Dated 08.05.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation of infringement for lesser vertical and horizontal clearances due to electrification of Thiruvananthapuram- Kanniyakumari section of Southern Railway.

Ref : Southern Railway's letter no. W.573/RE/9, dated 02.04.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringement for lesser vertical and horizontal clearances due to electrification of Thiruvananthapuram- Kanniyakumari section of Southern Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

(a) EMU or other 3660 mm wide stock will not be run in this section.
(b) Rail level under all these structures, shall be frozen.
(c) Speed shall be restricted to 15 kmph in tunnel no. 1 at km 231/900-232/200 and to 45 kmph in tunnel no. 5 at km 262/200-300.
(d) Max. Speed shall be restricted to 90 kmph at ROB no. 4 (km 221/100-200), ROB no. 94 (243/300-400.) and ROB no. 315 (289/200-300) where tramway OHE is provided.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/09

New Delhi, Dated 08.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11017/01/2012-टी.डब्लू. dated 19.04.2012.
2. The Commissioner of Railway Safety, Southern Circle, 7,Seshadri Road,Gandhinagar, Bangalore - 560 009 w.r.t. letter no. Q.11017/1/2011-12 SR/79-80, dated 12.4.2012.
3. EDRE(P), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक के साथ जारी
Issued with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of issue

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/SD/17/O

New Delhi, Dated 01.05.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Preparation & finalization of document : 'Standard Schedule Of Dimensions (SSOD) for Dedicated Freight Corridors (Eastern & Western).

On the Document for 'Standard Schedule Of Dimensions (SSOD) for DFCs, as drafted by the nominated Committee, Adv./Safety has observed as under :

However, while examining the above document, Advisor (Safety) has passed the following remarks :

"Significant change has been made in the proposed SOD of DFC due to widening of the envelop of fixed structure and, therefore, bigger maximum moving dimensions are proposed to run on the system. On examination of the document it is noticed that safety clearances have also been altered in the proposed SODs. One such instance is crossing of overhead electrical wire over railway line.

On Eastern DFC, minimum contact wire height has been permitted at 5.470 m against minimum height of 4.8 m as per IRSOD 2004. Despite increase in height of contact wire, in Para 1.7 dealing with 'Height, Clearance and Distances for crossing a Railway"; minimum clearances have either been reduced or retained at the same level which may have safety implications.

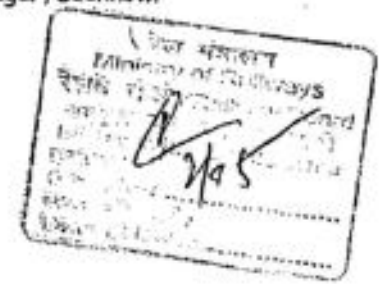
In view of this, for making any assessment of proposal from safety point of view, in juxtaposition indicating proposal of the Committee alongwith relevant provision of IRSOD 2004 and reason for variation may be put up."

It is, therefore, requested that the needful may please be done at the earliest and information be sent to this office for approval of Board.

01/05/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & necessary action to Executive Director (Track-I), RDSO, Manak Nagar, Lucknow.



O/C

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

No.2012/CEDO/ORI/10 New Delhi, Dated 01.05.2012

The General Manager,
Eastern Railway,
Kolkata.

Sub : Opening of New Up line between Machlandapur station (Km. 53.480 from Sealdah) to Km. 57.610 and New Dn line from Km. 57.363 to Chandpara station (Km. 66.510 from Sealdah) of Sealdah Division of Eastern Railway for public carriage of passengers.

Ref : Eastern Railway's letter no. CAO/Con/W/1961/CRS, dated 12.03.2012.

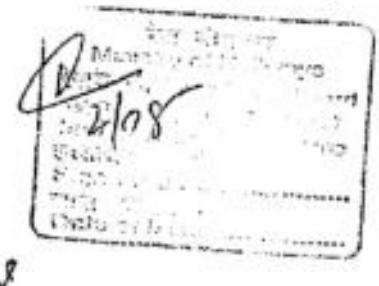
With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of New Up line between Machlandapur station (Km. 53.480 from Sealdah) to Km. 57.610 and New Dn line from Km. 57.363 to Chandpara station (Km. 66.510 from Sealdah) of Sealdah Division of Eastern Railway for public carriage of passengers to the recommendation of Commissioner of Railway Safety, Eastern Circle/Kolkata as per his letter no. 606/I/J/10/237/H, dated 21.05.2010.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/ORI/10 New Delhi, Dated 01.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Eastern Circle, 14, Strand Road (12th Floor), Kolkata - 700 001 w.r.t. his letter no. 606/I/J/10/237/H, dated 21.05.2010.
3. The Chief Engineer/ Construction/I, Eastern Railway, Kolkata.
4. ED/Works, Railway Board, New Delhi



O/C

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/ORI/09 New Delhi, Dated 01.05.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of Nanjangud Town (Km.26.00) – Chamarajanagar (Km. 60.200) section of Mysore-Chamarajanagar GC project from MG to BG in Mysore Division on South Western Railway for public carriage of passengers.

Ref : South Western Railway's letter no. W.GC.347/BNC/MYS-CMNR, dated 07.03.2012.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of Nanjangud Town (Km.26.00) – Chamarajanagar (Km. 60.200) section of Mysore-Chamarajanagar GC project from MG to BG in Mysore Division on South Western Railway for public carriage of passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/7/2007/SWR/1252, dated 07.11.2008.

01/05/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/ORI/09 New Delhi, Dated 01.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow – 226 001.
2. C.R.S./Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore – 560 009 w.r.t. his letter no. R.12037/7/2007/SWR/1252, dated 07.11.2008.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore – 560 046.
4. ED/Works, Railway Board, New Delhi

01/05/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

No.2012/CEDO/ORI/08 New Delhi, Dated 01.05.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of BG New UP Line between Chikkabanavar (Km. 1.2777) and Nelamangla (Km. 14.328) stations of Bangalore City - Hassan via Shravanbelagola new BG line project in Bangalore Division on South Western Railway for public carriage of passengers.

Ref : South Western Railway's letter no. W.GC.347/CN/BNC/SBC-HAS, dated 06.03.2012.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of BG New UP Line between Chikkabanavar (Km. 1.2777) and Nelamangla (Km. 14.328) stations of Bangalore City - Hassan via Shravanbelagola new BG line project in Bangalore Division on South Western Railway for public carriage of passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/1/2011/SWR/26-38, dated 07.04.2011.

01/05/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/ORI/08 New Delhi, Dated 01.05.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/1/2011/SWR/26-38, dated 07.04.2011.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore - 560 046.
4. ED/Works, Railway Board, New Delhi

01/05/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

2/5/12

O/C

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

No. 2012/CEDO/SD/RS/02 New Delhi, Dated 30.04.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD by Work Site Tamper without Flat Car Model VPR 02M, manufactured by M/s Metex-JSC, Moscow.

Ref : Your office letter no. CT/TMM/4000HP/GENL, dated 17.01.12 and 21.03.12.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD by Work Site Tamper without Flat Car Model VPR 02M, manufactured by M/s Metex-JSC, Moscow.

The design of above Work Site Tamper infringes -

"Clause 2(ii) – minimum diameter on tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face by 182mm (i.e. 732 mm instead of 914 mm)"

of Chapter-IV(A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004, as shown in Annexure-I and drawing & other details accompanying with your above referred letter with Board's comments as under :

"Instructions related to movement of the machine on Points and Crossings/Turnouts and Diamond Crossings should be incorporated in the Speed Certificate of its operation, whenever being issued. In addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should be clearly mentioned in the Speed Certificate."

30.4.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SD/RS/02 New Delhi, Dated 30.04.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. डब्लू.11027/03/2012-टी.डब्लू. dated 21.02.12 & 19.04.12.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director/Track-I, RDSO, Lucknow.
(v) EDTk (Mc.), Railway Board, Rail Bhawan, New Delhi.

30.4.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
Railway Board
with Enclosure
Date of Issue

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

No. 2007/CEDO/SD/O

New Delhi, dated 19.04.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Re-printing of Indian Railways Schedule of Dimensions (BG).

Ref : RDSO's letter no. CT/SD/REV/BG/MG, dated 17.04.2012.

Addendum & Corrigendum Slip no. 7 to IRSOD 2004 has recently been issued by Railway Board based on recommendation of RDSO. It is, therefore, requested that in terms of Railway Board's earlier letter, dated 30.06.11, the draft document for IRSOD 2012 may please be finalized early incorporating the three pending Addendum & Corrigendum Slips (as proposed by RDSO) at the appropriate places in the document, so that as soon as these are approved by Railway Board, the required modification may be possible in the soft document.

It is also desired by Board that the Para no. of various Chapters of IRSOD 2012 may be with prefixing the Chapter no., as has already been done in the document of SSOD for DFC, recently drafted by the Committee and is under approval of Railway Board.

The complete document for IRSOD 2012 (soft as well as hard copies) may please be sent to Railway Board **by 1st May, 2012** for necessary approvals at Board's level.

19.4.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/जी./रेलवे बोर्ड

Copy for information & necessary action to ED (Track-I), RDSO, Manak Nagar, Lucknow.

रेल मंत्रालय
Ministry of Railways

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

No. 2007/CEDO/SD/O

New Delhi, dated 18.04.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD, 2004 for matters related to the height of platform.

Ref : Western Rly's letter no. W.447/12/318(Plan)W4, dated 17.04.2012

Vide above reference (copy enclosed), Western Railway have sent clarification in responce to Board's letter of even number, dated 12.04.2012 for the query of RDSO's letter no. CT/SD/REV/BG/MG, dated 02.04.2012 for issuing of Correction Slip to IR-SOD : BG (Revised) 2004, with reference to "relaxation of item no. 4 : Chapter II of SOD for permitting increase in height of platform above rail level as 950mm".

You may therefore, please get the same examined and send the case with your comments/recommendations to Board for further necessary action, if any.

Enclosure/ As above.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. Principal Chief Engineer , Western Railway, Mumbai.

O/C

12/4

Fax:- 011-23383378

WESTERN RAILWAY

HEADQUARTER OFFICE,
CHURCHGATE, MUMBAI-20

No.W.447/12/318(Plan)W4

DATE:- 17/04/2012

Executive Director,
Civil Engineering(G)
Railway Board,
New Delhi

Sub:- IRDSO, 2004 for matters related to the height of platform

Ref:- Board's letter No.2007/CEDO/SD/O dt.12/04/2012

The observation raised vide your letter under reference has been examined and para wise remarks are as under:-

1. General

2. It is clarified that the proposal is for raising of platforms on Churchgate-Virar section on which all type of rakes run i.e. not only EMU rakes but Mail/Exp.trains conventional rakes and there are number of common platforms for all types of trains.
The proposal has been endorsed by CEE/CME W.Rly.

17.04.12
Chief Track Engineer.

Copy to FD/Track-I/RDSO/LKO

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

No.2011/CEDO/SD/10

New Delhi, Dated 17.04.2012

The General Manager,
Northern Railway,
New Delhi.

Sub : Condonation of existing infringement to vertical clearances to Schedule of Dimensions for Foot Over Bridge at Kashi station in Mughalsarai-Lucknow section of Lucknow Division on Northern Railway.

Ref : Northern Railway's letter no. 519-W/928Pt.II(Loose), dated 23.07.10.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of existing infringement to vertical clearances to Schedule of Dimensions for Foot Over Bridge at Kashi station in Mughalsarai - Lucknow section of Lucknow Division on Northern Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

""Not only existence of said FOB to be incorporated in Working Time Table, but it should also be ensured that there is no object or person on the roof of trains."

17.4.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/10

New Delhi, Dated 17.04.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11014/05/2010-त.वि. dated 23.06.11.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110 021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/937-939, dated 26.11.10.
3. EDRE(P), Railway Board, New Delhi.

17.4.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

o/c
19/4/12

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

Minutes of Meeting Of The Committee For Comprehensive Appraisal Of Operation Of Double Stack Containers On Indian Railways

Held on 17th April, 2012 in Railway Board

Present :

(1) Shri Surinder Pal	-	EDCE(P), Railway Board	spal_1957@yahoo.co.in
(2) Shri Ashesh Agrawal	-	EDME(Freight), Railway Board	ashesh1963@hotmail.com
(3) Shri H.D. Gujrati	-	EDTT(S), Railway Board	hari_gujrati@yahoo.com
(4) Shri Alok Kumar	-	EDCE(G), Railway Board	alokalokindia@rediffmail.com

For addressing the issues mentioned in 'Terms of Reference' (circulated vide letter no. 2011/CEDO/SR/16/O, dated 01.09.11), deliberations were made by the Committee Members as under :

1. Presently, sanctions have already been accorded by Railway Board for running of single & double stack containers of 8½' and 9½' height with width of 8' and length of 20'/40'. Width of 8' for container is presumably due to ISO containers of 8' width being moved world over on different rail systems. The latest update is as under :

SL	Container Type	Reference of Sanction	First Time Running On
1.	8½' high double stack on BLCA/BLCB wagons	2006/CEDO/SR/4, dated 22.02.06	PNU - MSH - VG - SUNR - DAR - PPBR section of WR
2.	9½' high double stack on BLCAM/BLCBM wagons	2011/CEDO/SR/23, dated 04.10.11	Gurgaon - Rewari section
3.	9½' high double stack on BLCA/BLCB wagons	2011/CEDO/SR/24, dated 07.10.11	Gurgaon - Rewari section

2. ED/TT(S) mentioned that on the basis of input from Association of Container Train Operators, following routes have been identified as potential routes to run Double Stack Container Trains :
   (i) Ludhiana to Mundra/Pipavav/Ahmedabad via Bhatinda-Suratgarh
   (ii) Delhi/NCR to Mundra/Pipavav/Ahmedabad via Rewari-Marwar Jn.
   (iii) Delhi/NCR to Chennai/Vizag/Cochin via Nagpur
   (iv) Kolkata/Haldia to Ahmedabad via Nagpur
   (v) Kolkata/Haldia to Chennai Port
   (vi) Kolkata to Pune via Surat-Kalyan

3. On Indian Railways, MMD on BG route is having width of 3250mm and height of 4265mm at the centre. Further, as per IRSOD 2004 for electrified routes, the height of ODC permitted is 4420 mm.

4. It was opined that possibility need to be explored by RDSO in consultation with container manufacturers/operators so that the dimensions mentioned above as per IRSOD 2004 are optimally utilized, following all the safety requirements in train operation. Options for double stack containers of lesser height also need to be examined for electrified routes.

5. While sanctioning the movement of double stack containers by Railway Board, envelope for various types of container movement may be defined and subsequently, various type of containers getting fitted into this envelope may be allowed to run after fulfilling other design and operational requirements, as to be specified by Indian Railways; so that for each new container, no separate processing may be necessary in Railway Board.

6. For finalising the specifications of ISO & Non-ISO containers including dimensions, type, payload etc. which need to be followed by the container operators and checked/ ensured by Indian Railways, information will be collected by EDME/Freight and ED/TT(S), so that detailed document may be finalised by the committee.

7. It was considered proper by the committee to study and visit the container systems in India & abroad for proper appraisal & legislation on the subject and improving the productivity on Indian Railways. As a first step, visit to JNPT, Mumbai has been planned on 9th May 2012.

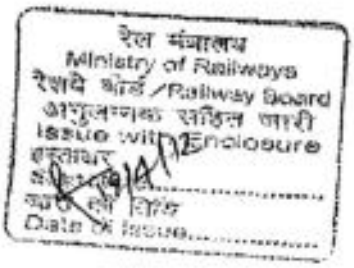
(No.2011/CEDO/SR/16/O, Dated 17.04.2012)

17.04.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/जी./रेलवे बोर्ड

Distribution for kind information and necessary action to :

- Sr. PPS/CRB, ME, MT and MM for kind information of CRB, ME, MT & MM please.
- DG/RDSO, Manak Nagar, Lucknow.
- AM/CE, AM/Traffic, AM/ME, Railway Board.
- EDCE(P), ED/ME(Freight), EDTT(S) and EDCE(G), Railway Board.



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

No. 2011/CEDO/SR/16/O

New Delhi, dated 13.04.2012

Sub : Meeting on 17.04.2012 of the Committee for Comprehensive appraisal of all aspects relating to Double stack Containers on Indian Railways.

Next meeting of the nominated committee as under for Comprehensive appraisal of all aspects relating to Double stack Containers on Indian Railways shall be held on 17.04.2012 at 11.00 hrs. in Room no. 127 :

1. EDCE(P), Railway Board
2. EDME/Freight, Railway Board
3. EDTT(S), Railway Board
4. EDCE(G), Railway Board

All the committee members are requested to kindly make it convenient to attend the meeting.

13/4/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy to :

- The PPSs to ME, MT, & MM for kind information of ME, MT & MM please.
- AM/CE, AM/ME, AM/Traffic, Railway Board for their information please.
- EDCE(P), ED/TT(S), EDME(Freight) and EDCE(G), Railway Board for information and necessary action.

16/4/12

O/C

FTS-43572

SH-75

No. 2007/CEDO/SD/O

Ref : Chasing Branch note no 2011/SC/CDN/556, dated 20.03.12

Draft reply to the **item no. 3.8(b)** pertaining to CE(G) Dte. is as follows :

Item No.	Item	Draft Reply
3.8(b)	Raising of platform	Vide Board's letter, dated 12.04.12 (copy enclosed), Western Railway has been asked to submit clarification w.r.t RDSO's letter, dated 02.04.2012 (copy enclosed) for further examination of the proposal by all concerned Dtes. of RDSO. Reply awaited.

May kindly take necessary action accordingly.

DA : as above

EDCE(G)
12.04.2012

SO/Chasing Branch
12-4-12

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

No. 2007/CEDO/SD/O

New Delhi, dated 12.04.2012

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : IRSOD, 2004 for matters related to the height of platform.

Ref : Western Rly's letter no. W.447/12/318(Plan), dated 22.02.2012

Please find enclosed herewith a copy of RDSO's letter no. CT/SD/REV/BG/MG, dated 02.04.2012, wherrin RDSO requires some clarifications regarding running of AC/DC Alstom and Siemens EMU rakes. This needs to be clarified for further examination of the proposal by all concerned dstes. of RDSO.

Railway may kindly arrange to send the above clarifications for further processing the case.

12/4/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

1. The Principal Chief Engineer, Western Railway, Churchgate, Mumbai.
2. ED/Track-1, Manak Nagar, RDSO, Lucknow

E.D. CIVIL ENGG. (G)
F.T.S. (RECEIPT) No. 39186
DATE 3/4/12

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
GPBX (0522) 2461200
Fax (0522) 2458500

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
CnD (0522) 2460115
CED (0522) 2465310

No. CT/SD/REV/BG/MG

Dated: 02.04.2012

Executive Director/CE(G),
Railway Board,
Rail Bhawan,
NewDelhi-110001.

Sub: IRSOD, 2004 for matters related to the height of platform.
Ref: Railway Board's letter no. 2007/CEDO/SD/O dated 13.03.2012. (SH-71)

With reference to above, the matter has been examined and comments of RDSO are as under:

1.0 The height of high level passenger platforms above rail level has been prescribed as 840mm maximum and 760mm minimum in terms of Item no. 4 of Chapter-II of IRSOD, 2004 for operation of all types of passenger rolling stocks on IR. Passenger rolling stocks have been designed accordingly with platform dimensions and maximum moving dimensions prescribed in IRSOD, 2004.

2.0 The above proposal is for increase in height of passenger platforms on Churchgate-Virar suburban section of Western Railway. It has not been mentioned explicitly in the proposal that the same is only for running of AC/DC Alstom and Siemens EMU rakes as per drawing No. ICF/MRVC/M-9-0-066 MC (NHT) running between Churchgate (CCG)-Virar (VR) Suburban section of Western Railway. This needs to be clarified for further examination of the proposal by all concerned dtes. of RDSO.

(SONVIR SINGH)
Executive Director/Track-1
For Director General/Track

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

No. 2007/CEDO/SD/O

New Delhi, dated 12.04.2012

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : IRSOD, 2004 for matters related to the height of platform.

Ref : Western Rly's letter no. W.447/12/318(Plan), dated 22.02.2012

Please find enclosed herewith a copy of RDSO's letter no. CT/SD/REV/BG/MG, dated 02.04.2012, wherrin RDSO requires some clarifications regarding running of AC/DC Alstom and Siemens EMU rakes. This needs to be clarified for further examination of the proposal by all concerned dstes. of RDSO.

Railway may kindly arrange to send the above clarifications for further processing the case.

12/4/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

1. The Principal Chief Engineer, Western Railway, Churchgate, Mumbai.
2. ED/Track-1, Manak Nagar, RDSO, Lucknow

रेल मंत्रालय
Ministry of Railways
Railway Board
12/4/12

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

No.2012/CEDO/ORI/11 New Delhi, Dated 11.04.2012

The General Manager (Construction),
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub : Opening of newly constructed Non-Electrified BG line between stations New Coochbehar (Km. 89.606) and Golokgang (Km. 148.523) in connection with the project for construction of new line between stations New Maynagari and Jogighopa in Alipurduar Division of Northeast Frontier Railway for Public Carriage of Passengers.

Ref : CRS/NF Circle letter no. R.12016/1/2011/1129, dated 16.01.2012.

The above section was inspected by CRS, N.F. Circle, Kolkata on 08th & 09th Nov, 2011 and the opening of the section was authorized vide his letter no. R.12016/1/2011/873-887, dated 14.11.11 with certain observation. The inspection report has been sent to this office with a copy to NFR vide his letter no. R.12016/1/2011/1129, dated 16.01.2012.

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ NF Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

No.2012/CEDO/SD/03 New Delhi, Dated 11.04.2012

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : Vaitarna Station: Condonation of infringing gradients on existing UP main and DN main line in Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway.

Ref : Western Railway's letter no. Dy.CE(C) IV/131/R(Construction), dated 12.12.2011

Vide letter referred above, Board's sanction has been sought for condonation of infringing gradients on existing UP main and DN main line in Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway.

However, while processing the proposal, Advisor (Safety) has passed the following remarks :

"Condonation in respect of gradient should be resorted to only in exceptional cases."

And further ED/WP has passed the following remarks :

1. Column no. 9 of Form XVII shows extent of infringement. The extent has been given in terms of percentage and no where, the infringement exceeds by more than half a percent (as given in Col.9) whereas the actual infringement is much higher. For slope, the easier way could have been to consider 0.25%(1 in 400) as permissible value, hence a slope of 0.48% (1 in 270) should be 92% infringement (and likewise)
2. Vide letter under reference, Railway has given reasons for seeking condonation. From Civil Engineering point of view, presence of two major bridges on either side of yard could have been a guiding constraint. The letter does not specify the R.L. at both these bridges and distance in between. However this information may be derived from statement of "Comparision of existing actual gradients to the gradients shown in SWR". As per this, there is a distance of 1213.68m between thse two bridges (clear distance) and a difference of 0.95m between the R.L. Hence average gradient of as flat as 1 in 1250 is possible w.r.t. the bridges.
3. Other factors given in justification include turnout and high traffic. Data for traffic have not been given by Railway.

Railway may arrange to send the above clarifications for further processing in Board.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

1. The CAO/Construction, Western Railway, Churchgate, Mumbai.

E.D. CIVIL ENGG. (C)
F.I.S. (RECEIPT) No. 43092
DATE 11/4/12

दूरभाष/फैक्स : 011-26886889 (DOT)
Telephone : 030-54752 / 54753 (Rly)
e-mail : crs_ncircle@yahoo.com

सत्यमेव जयते

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
उत्तर परिमण्डल, क्रिस परिसर,
चाणक्यपुरी, नई दिल्ली-110021

Commissioner of Railway Safety,
Northern Circle, CRIS Complex,
Chanakyapuri, New Delhi - 110 021

संख्या क्यू–15/कैलाश/05–06/उ.परि./41–50

दिनांक: 10.04.2012

महाप्रबन्धक
उत्तर रेलवे, बड़ौदा हाउस
नई दिल्ली–110001.

विषय: One time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s. ACTL weighing 276t upto a maximum speed of 20 Kmph from Atrauli to Babrala section of Northern Railway.

सदर्भ: म.प्र./उ.रे के आवेदन पत्र संख्या 519–डब्ल्यू/955 पीटी.। दिनांक 28.03.2012.

Sanction is hereby accorded for one time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s. ACTL weighing 275t from Atrauli to Babrala station on Moradabad Division of Northern Railway, as per RDSO's Provisional Speed Certificate Nos. MW/CS/BHEL/HD-1 dated.03.02.2012 and Northern Railway's Joint Safety Certificate No. SLC/BG/05/2012 upto a maximum permissible speed of 20 kmph in empty condition and 10 kmph in loaded condition or the maximum permissible speed of the section whichever is less.

The sanction for running of the above said wagon is subject to the observations of the following stipulations conditions mentioned :-

(i) 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.

(ii) Observance of all conditions mentioned in RDSO's Provisional Speed Certificate No. MW/CS/BHEL/HD-1 dated.03.02.2012 and Northern Railway's Joint Safety Certificate No.SLC/BG/05/2012 and concomitant Track and Bridge Certificates.

(iii) The sanction is for one time movement of Ammonia Converter as applied by Northern Railway.

(iv) Railway Board has condoned the infringements as per Indian Railway's Schedule of Dimensions, revised 2004.

(v) Railway Board had sanctioned the running of the said wagon over North Railway vide their letter No. 96/CEDO/SR/24 dt.30.08.1996.

(राज कुमार कर्दम)
रेल संरक्षा आयुक्त

सूचनार्थ प्रति:

1. मुख्य रेल संरक्षा आयुक्त, लखनऊ-226001
2. सभी रेल संरक्षा आयुक्त

AO पत्रों/ 11/4/12

11/04 2012 15:58

SIC

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

Dated 11 .04.2012

No. 519-W/955 Pt.I

GM/Optg.,
Headquarters Office,
Baroda House,
New Delhi.

Sub: - One time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s ACTL weighing 275t upto a maximum speed of 20 kmph from Atrauli to Babrala section of Northern Railway.

Ref: - (i) RDSO provisional Speed certificate no. MW/CS/BHEL/HD-1 dated 03.02.2012.
(ii) CRS office letter no. Q-15/KAILASH/05-06/NC/41-50 dated 10.04.2012.
(iii) Your office letter no. 276-T/Amonia Converter/Krishna (ODC) dated 19.03.2012 and 276-T/24 Axle Spl. Wagon Krishna dated 28.03.2012.

Please find herewith copy of CRS sanction for one time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s ACTL weighing 275t upto a maximum speed of 20 kmph in empty condition and 10 kmph in loaded condition from Atrauli to Babrala section of Northern Railway issued by CRS/NC vide letter no. Q-15/KAILASH/05-06/NC/41-50 dated 10.04.2012 with JSC No. SLC/BG/05/2012 (Copy enclosed).

It is for your kind information.

For General Manager/Elhg.

Copy to: (i) COM, CME, CSTE & CEE N. Rly. Baroda House, New Delhi, for kind information please.
(ii) CBE, Baroda House, New Delhi, for kind information please.
(iii) DRM, Sr. DEN/C and DEN-III/MB for kind information and necessary action pl.

11/04 2012 15:58

SOUTH EASTERN RAILWAY

Office of the
Chief Mechanical Engineer
Garden Reach, Kolkata -43
Date: April 11, 2012

No: M6/2664/10/BOXNHA/ 98

Executive Director Civil Engg (G)
Railway Board, New Delhi – 110 001

Sub: CRS sanction for running of BOXNHAM wagon
Ref: i) This office letters of even no. dated 23-9-11 & 20-3-12
ii) Board's letter No. 2007/M (N)/204/8 Vol.1 dated 26-3-12

1. Vide letter referred at (i), Board was requested to send a copy of Railway Board's 1st time sanction for running of 22.82t (CC+8+2) axle load BG bogie open wagon type "BOXNHAM" as the same is not available with this Railway. This railway had processed for CRS sanction for the subject freight stock but CRS/S.E.Circle/Kolkata has asked to submit copy of Board's 1st time sanction for running of the stock in zonal railways.

2. EDME (Fr) vide letter under reference (ii) has informed that the first rake of BOXNHAM wagon is likely to be turned out by Jhansi workshop in May 2012 and, therefore, advised all zonal railways to process for CRS sanction for running of BOXNHAM wagon over their system.

3. In view of above, you are again requested to send a copy of 1st time sanction for running of BOXNHAM wagon at the earliest.

(S. Sarkar)
Chief Rolling Stock Engineer (Fr)
for Chief Mechanical Engineer

Copy to:

1. PCE/GRC - for kind information and request to co-ordinate with Civil Engineering Directorate, Railway Board for obtaining a copy of Board's 1st time sanction for running of BOXNHAM wagon.

2. COM/GRC - for kind information

#0927 P.003

NORTHERN RAILWAY

JOINT SAFETY CERTIFICATE No.SLC/BG/ 05 /2012.

Case No.519-W/955 Pt.I

Dt.19.03.2012.

Certified that it is safe to permit for transportation of Ammonia Converter on 24 Axle Saddle type special wagon (Krishna) of M/s ACTL weighing 275 t up to a maximum speed of 20 kmph from Atrauli to Babrala section for one time movement only as given below. The maximum permissible speed as certified by RDSO is given in juxta position (RDSO speed certificate No. MW/CS/BHEL/HD-1 Dt 03.07.2012, RDSO's Drg. No. WD-89081-S-01 Alt 1. & RDSO's Drg. No. WD-11063-S-01 Alt-Nil)

Sl No	SECTION		LOCATION		Max. sectional speed existing in the section (KM/PH)	Max.speed proposed on the section (KMPH) Empty / Loaded	Maximum permissible speed certified by RDSO (KMPH) Empty / Loaded	Speed restriction	Remarks
	From	To	From Km	To Km					
1	2	3	4	5	6	7	8	9	10
1	ATRAULI ROAD	BABRALA	138.98	112.57	80	20/10	20/20	1.The maximum speed mentioned herein are subject to observance of all permanent and temporary speed restriction as already inforce and those may be imposed from time to time due to track, bridges, curves, signalling & interlocking etc.on the section. 2.Speed restriction in station section as per standard of interlocking is to be observed.	3. Also the observance of all conditions as stipulated in RDSO speed certificate & Drawing as mentioned above. 4.It is certified that the section is fit for transportation of above consignment. The wagon with consignment may be permitted with a crawling speed at Br. No. 101 (33X24.38m span). 5.There is no horizontal & vertical infringement for this movement. 6.It will be moved as "C" class ODC in day time only.

(Sitaw Kumar Chowdhri)
Chief Operations Manager
Northern Railway
New Delhi.

(Akhil Agrawal)
Chief Sig & Tel Engineer
Northern Railway
New Delhi.

(A.K.Puthia)
Chief Mechanical Engineer
Northern Railway
New Delhi.

(Mehtab Singh)
Chief Electrical Engineer
Northern Railway
New Delhi.

(Madhuresh Kumar)
Principal Chief Engineer
Northern Railway
New Delhi.

19 JUN 2012 15:58

E.D. CIVIL ENGG. (G)
F.T.S. (RECEIPT) No. 43092
DATE 11/4/12

दूरभाष/फैक्स : 011-26886589 (Off.)
Telephone : 030-54752 / 54753 (Rly)
e-mail : crs_ncircle@yahoo.com

सत्यमेव जयते

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
उत्तर परिमण्डल, क्रिस परिसर,
चाणक्यपुरी, नई दिल्ली-110021

Commissioner of Railway Safety,
Northern Circle, CRIS Complex,
Chanakyapuri, New Delhi - 110 021

संख्याः क्यू–15/कैलाश/05–06/उ.वरि./41–50 दिनांक: 10.04.2012

महाप्रबन्धक
उत्तर रेलवे, बड़ौदा हाऊस
नई दिल्ली–110001.

विषयः **One time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s. ACTL weighing 275t upto a maximum speed of 20 Kmph from Atrauli to Babrala section of Northern Railway.**

सदर्भः म.प्र./उ.रे के आवेदन पत्र संख्या 519–डब्ल्यू/955 पीटी। दिनांक 28.03.2012.

Sanction is hereby accorded for one time movement of Ammonia Converter on 24 Axle saddle type special wagon (Krishna) of M/s. ACTL weighing 275t from Atrauli to Babrala station on Moradabad Division of Northern Railway, as per RDSO's Provisional Speed Certificate Nos. MW/CS/BHEL/HD-1 dated.03.02.2012 and Northern Railway's Joint Safety Certificate No. SLC/BG/05/2012 upto a maximum permissible speed of 20 kmph in empty condition and 10 kmph in loaded condition or the maximum permissible speed of the section whichever is less.

The sanction for running of the above said wagon is subject to the observations of the following stipulations conditions mentioned :-

(i) 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.

(ii) Observance of all conditions mentioned in RDSO's Provisional Speed Certificate No. MW/CS/BHEL/HD-1 dated.03.02.2012 and Northern Railway's Joint Safety Certificate No.SLC/BG/05/2012 and concomitant Track and Bridge Certificates.

(iii) The sanction is for one time movement of Ammonia Converter as applied by Northern Railway.

(iv) Railway Board has condoned the infringements as per Indian Railway's Schedule of Dimensions, revised 2004.

(v) Railway Board had sanctioned the running of the said wagon over North Railway vide their letter No. 96/CEDO/SR/24 dt.30.08.1996.

(राज कुमार कर्दम)
रेल संरक्षा आयुक्त

सूचनार्थ प्रति.

1. मुख्य रेल संरक्षा आयुक्त, लखनऊ-226001
2. सभी रेल संरक्षा आयुक्त

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 96/CEDO/SR/24 रेल भवन, नई दिल्ली-110001, तिथि 30-8-96 19
Rail Bhavan, New Delhi-110001, dated

The Chief Track Engineer,
Northern Railway,
Baroda House,
NEW DELHI-110 001.

Sub:- Transportation of One No. of Urea Syntheses Reactor U-DC-101 EX. Andheri Railway siding Western Railway to NFL siding Bhatinda, N.RLY.

With reference to your application No.519-W/647 Pt.II, dated 2-8-96, sent through the Chief Commissioner of Railway Lucknow, the sanction of Ministry of Railways is hereby communicated for running of 24 axle BG special saddle wagon having axle load 19.04 t. of M/S CRCL for transportation of One No. Urea Synthesis Rector U-DC-101 at a maximum speed of 40 Kmph in empty condition and 10 Kmph in loaded condition on Tughlakabad-Ghaziabad section of Northern Railway.

The sanction is subject to the observance of all permanenet and temporary speed restrictions inforce of those that may be imposed from time to time on the section. It is also further subject to the observance of all other conditions/ stipulations made in the Joint Safety Certificate, RDSO's Speed Certificate, instructions of COM and all other certificates accompanying your application referred above.

It is noted that the sanction for condonation of infringement involved in the design of the above said wagon had already been condoned and communicated vide this office letter No.95/CEDO/SR/35 Dt.19.12.95.

(S.M. SINGLA)
Exec. Dir. Civil Engg.(G)
Railway Board.

P.T.O.

No.96/CEDO/SR/24 New Delhi, dated 30-8-96 19/8

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow- 226 001, with reference to his Endorsement No. Q.14017/1/96-RS Dt.20-8-96.

2. The Commissioner of Railway Safety, Northern Circle, Chanakyapuri, New Delhi- 110 021, with reference to his letter No.483/96/Q-15, Dt. 5-8-96, for running of 24 axle BG special saddle wagon on the remaining 3 BG sections of Northern Railway as listed in Joint Safety Certificate may be issued direct from your end in terms of para 2 of your letter above.
3. The Director Standards (Wagon), RDSO, Manak Nagar, Lucknow.
4. The Chief Operation Manager, Baroda House, New Delhi, with reference to his special instruction enclosed with the application. It may be noted that in loaded condition, the maximum permissible speed permitted is only 10 Kmph only, which may be advised to all concerned.

(S.M. SINGLA)
for Secretary, Railway Board.

No.95/CEDO/SR/35. 19-12-95.

The Director General (Track),
R.D.S.O.,
Lucknow-226 011.

Sub:- Condonation of infringements of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transport of Urea Reactor.

With reference to your application No.CT/CS/CRCL dated 22.11.1995 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 16,17,20(b) and 21(b) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transportatio of Urea Reactor from Vishakhapatnam to NFL, Bhatinda as per RDSO's Drawing No.WD-95048-S-01 Alt.I as elaborated in Annexure-'A' accompanying your application referred to above.

S/d
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/35. New Delhi, Dated 19-12-95.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.17013/1/93-RS dated 5th December, 95.

S/d
(VED PARKASH)
for Secretary Railway Board.

No.95/CEDO/SR/35. 19-12-95.

The Director General (Track),
R.D.S.O.,
Lucknow-226 011.

Sub:- Condonation of infringements of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transport of Urea Reactor.

With reference to your application No.CT/CS/CRCL dated 22.11.1995 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements to items 16,17,20(b) and 21(b) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of 24 Axles Special BG Wagon for M/s.Central Roadlines Corporation Ltd., New Delhi for transportatio of Urea Reactor from Vishakhapatnam to NFL, Bhatinda as per RDSO's Drawing No.WD-95048-S-01 Alt.I as elaborated in Annexure-'A' accompanying your application referred to above.

ch has

S/d
(VED PARKASH)
Executive Director Civil Engineering(G),
Railway Board.

No.95/CEDO/SR/35. New Delhi, Dated 19-12-95.

Copy forwarded for information to:-

The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226011, with reference to his Endorsement No. Q.17013/1/93-RS dated 5th December,95.

S/d
(VED PARKASH)
for Secretary Railway Board.

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

No.2012/CEDO/SD/02 New Delhi, Dated 09.04.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation of infringing gradients yard limit in connection with proposed Bye-Pass line at **Ramagundam** station to facilitate direct entry and exit from Kazipet end to Colliery siding line in Kazipet-Balharshah Section of Secunderabad Division on South Central Railway.

Ref : South Central Railway's letter no. W.351/C/Genl/Vol.II, dated 24.10.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradients yard limit in connection with proposed Bye-Pass line at Ramagundam station to facilitate direct entry and exit from Kazipet end to Colliery siding line in Kazipet-Balharshah section of Secunderabad Division on South Central Railway, as shown in Form-XVII enclosed with the above referred letter with Board's comments as under :

"1. Signal no. B-20 shall be released by Signal BP-20. Necessary condition should be incorporated in the Signalling Plan.

2. No train shall be drawn upto Signal B-20 or BP-20 and held up in steeper gradient for reception of down trains on any line in the passenger yard from Balharshah direction. Necessary condition should be incorporated in SWR of the station."

9.4.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/02 New Delhi, Dated 09.04.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. क्यू. 11018/01/2011- टी.डब्लू. dated 13.01.12.
2. The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad - 500 071 w.r.t. letter no. Q.11018/2/11-SCC/519, dated 12.12.11.
3. ED/Works, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board

9.4.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/04 New Delhi, Dated 02.04.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram-Dindigul section of Southern Railway.

Ref : Southern Railway's letter no. W/573/T/20, dated 26.09.11 & 08.03.12.

Vide letter dated 26.09.11 referred above, Board's sanction has been sought for condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram-Dindigul section of Southern Railway.

However, while processing the proposal, Advisor (Safety) has passed the following remarks :

"1. I have spoken to COM/SR & pointed out the reasons due to which we cannot process the case.

2. It will need proper documentation & proper scrutinity by Zonal Railway.

3. Board's decision on condonation to be given in rarest of the cases."

Railway may take necessary action accordingly.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

Chief Plg. & Dev. Engineer, Headquarter Office, Works Branch, Southern Railway, Chennai.

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

No.2009/CEDO/SR/55 New Delhi, Dated 02.04.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Running of Broad Gauge Bogie open wagon type "BOXNHSM1" CC+8T+2T)having maximum axle load of 22.82t on MGS-GZB,PWL- BINA ,MKP-NYN,CNB-BZM-KID-MKP section of NC Railway.

Ref : (i) NCR's letter No. 355-W/CRS/BOXNHSM1(CC+8+2)/ NCR/TM dated 24.06.2008
(ii) RDSO's letter No MW/SPD/BG/BOXNHSM1/22.82t/PROV dated 07.03.2007.

Kindly refer to Board's letter of even number dated 01.12.2009, wherein RDSO were requested to examine the issue of empty running of above wagon in NCR at higher speed.

The sanction of above wagon chased by NCR. Two years are already over and the issue is still pending with RDSO.

It is, therefore, requested that the needful may please be done at the earliest.

02/4/12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :
Principal Chief Engineer, North Central Railway, Allahabad.

03/04/12

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

No.2011/CEDO/SD/24 New Delhi, Dated 28.03.2012

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : Condonation of existing infringement to Vertical/ Horizontal clearance at two ROBs and one FOB in Indore Yard in Ujjain-Indore section of Ratlam Division of the Western Railway.

Ref : Western Railway's letter no. W.591/23(W3), dated 04.11.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of existing infringement to Vertical/ Horizontal clearance at two ROBs and one FOB in Indore Yard in Ujjain-Indore section of Ratlam Division of the Western Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

"1. A permanent speed restrinction of 15 Kmph shall be imposed at these locations and same should be incorporated in Working Time Table of Ratlam Division.

2. No roof top travel of passengers shall be permitted. To ensure this all trains carrying roof top passengers should be stopped and allowed to proceed only after clearance of passengers from roof top. Necessary condition should be incorporated in SWR of the station."

28.3.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/24 New Delhi, Dated 28.03.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow – 226 001 w.r.t. his endorsement no. क्यू. 11020/01/2011-त.वि. dated 29.11.11.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai – 400 020 w.r.t. letter no. 221/640, dated 08.11.11.
3. EDRE(P), Railway Board, New Delhi.

28.3.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

No.2012/CEDO/ORI/07 New Delhi, Dated 27.03.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of BG New Double UP Line between Kengeri (km 12.810) to Bidadi (Km 30.152) Stations of Bangalore City - Kengeri doubling project in Bangalore Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.GC.347/DL/BNC/SBC-KGI-RMGM, dated 24.02.2012.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of BG New Double UP Line between Kengeri (km 12.810) to Bidadi (Km 30.152) Stations of Bangalore City - Kengeri doubling project in Bangalore Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12027/1/2007-SWR/2106, dated 24.12.2007.

(आलोक कुमार) 27.3.12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/ORI/07 New Delhi, Dated 27.03.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12027/1/2007-SWR/2106, dated 24.12.2007.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore - 560 046.

(आलोक कुमार) 27.3.12
कृते सचिव, रेलवे बोर्ड

O/C

Ministry of Railways
Railway Board
Date of Issue 28/3/12

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

No.2012/CEDO/SD/06 New Delhi, Dated 27.03.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Condonation for vertical infringing vertical clearance of Over Head 66 KV Power line crossings at Km.3/100-200 in connection with Bangarapet-Marikuppam Railway Electrification in Bangalore Division of South Western Railway.

Ref : South Western Railway's letter no. SWR/EL/RB/BWT-MKM/ Condonation, dated 05.01.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for vertical infringing vertical clearance of Over Head 66 KV Power line crossings at Km.3/100-200 in connection with Bangarapet-Marikuppam Railway Electrification in Bangalore Division of South Western Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

"Power Block on transmission line shall be taken while working cranes at this location."

27.3.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/06 New Delhi, Dated 27.03.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow – 226 001 w.r.t. his endorsement no. क्यू 11017/01/2012-त.वि. dated 05.03.12.
2. C.R.S./Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. Q.11017/1/11-12 SWR/2090-92, dated 10.02.12.
3. EDEE(M), Railway Board, New Delhi.

Ministry of Railways Railway Board
Is OK
Sign
Date 27.3.2012

27.3.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/05 New Delhi, Dated 26.03.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation for vertical infringing clearance of Over Head 33 kV Power line crossings from Km 83/12 (Ch. 83/392.05) to Km 96/21A (Ch. 96/602.90) in connection with Chengalpattu - Villupuram Railway Electrification project in Chennai Division of Southern Railway.

Ref : Southern Railway's letter no. W.182/M/10, dated 28.02.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for vertical infringing clearance of Over Head 33 kV Power line crossings from Km 83/12 (Ch. 83/392.05) to Km 96/21A (Ch. 96/602.90) in connection with Chengalpattu - Villupuram Railway Electrification project in Chennai Division of Southern Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

"Power Block on transmission line shall be taken while working cranes at this location."

26.03.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/05 New Delhi, Dated 26.03.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11017/03/2012-त.वि. dated 05.03.12.
2. C.R.S./Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. Q.11017/1/11-12 SWR/2226-28, dated 29.02.12.
3. EDEE(M), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
Inward
Signature
Date

26/03/12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

कृपया नोट करें 23/3/12

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

No. 2012/CEDO/SD/RS/03 New Delhi, Dated 22.03.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD for EMD GT50AC (WDG5) Locomotive to RDSO Drg. no. SK.DL-4744.

Ref : RDSO's letter no. CT/DDL/4000HP, dated 26.12.2011.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD for new design of EMD GT50AC (WDG5) Locomotive to RDSO Drg. no. SK.DL-4744.

The design of above EMD GT50AC (WDG5) Locomotive, infringes :

(i) **Clause 12** - maximum height above rail level for a width of 760mm on either side of centre of empty locomotives by 116.7mm (i.e. 4381.7mm instead of 4265mm)

(ii) **Clause 17** - maximum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with the exception of wheels and attachments thereto by 11 mm (i.e. 91mm instead of 102mm).

of Chapter-IV(C) and top profile of locomotive (ref. RDSO drawing no. SKDL-4754) also infringes 1D Diagram of Indian Railway Schedule of Dimensions (B.G.), Revised 2004 as per Annexure-I, Drawings & other details accompanying the above referred letter with Board's comments as under :

(i) The clearance between Kinematic Profile and Fixed Structure Gauge, as recommended by RDSO must be ensured by Railway.

(ii) The Zonal Railway must ensure removal of the existing infringements, due to the design of EMD GT50AC (WDG-5) Locomotive to RDSO Drawing no. SK.DL-4744, as per RDSO's suggestions on operating routes.

22.3.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

No. 2012/CEDO/SD/RS/03 New Delhi, Dated 22.03.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11014/5/12- टी.डब्लू. dated 09.02.2012.
(ii) General Managers, All Indian Railways .
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director/Track-I, RDSO, Lucknow.
(v) EDME (Traction), Railway Board, Rail Bhawan, New Delhi.

O/C

22/3/12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

कृपया नोट करें.

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

Minutes of Meeting of The Committee For Preparation & Finalization Of Documents For Standard Schedule Of Dimensions (SSOD) For Dedicated Freight Corridors

Held on 22nd March, 2012 in Railway Board

Present :

(1)	Shri Surinder Pal	-	EDCE(P), Railway Board	spal_1957@yahoo.co.in
(2)	Shri Ashesh Agrawal	-	EDME(Freight), Railway Board	ashesh1963@hotmail.com
(3)	Shri H.D. Gujrati	-	EDTT(S), Railway Board	hari_gujrati@yahoo.com
(4)	Shri Sanvir Singh	-	ED/Track-1, RDSO	edtrack@gmail.com
(5)	Shri Amitabh Sinha	-	ED/Wagon, RDSO	edwagonrdso@gmail.com
(6)	Shri A.K. Dutta	-	Director/Infrastructure/DFFCIL	akdutta@dfcc.co.in
(7)	Shri Alok Kumar	-	EDCE(G), Railway Board	alokalokindia@rediffmail.com

1. In continuation to the meetings held earlier, the Committee had concluding meeting on the subject on 22.03.12.
2. The comprehensive document for Standard Schedule of Dimensions (SSOD) for the Eastern & Western DFCs was in principle agreed by the Committee Members in continuation to the observations mentioned in earlier minutes.
3. It was agreed that the SSOD has been prepared based on various decisions and approvals of Railway Board so far for Dedicated Freight Corridors. However, possibility for utilizing the available clearances between 'Maximum Moving Dimensions' and 'Fixed Structure Gauges' may further be explored in future for designing wider wagons, if so required.
4. The basic draft document for SSOD was given by DFCCIL and after its detailed study & examination in RDSO by the concerned Directorates, the improvements as suggested by RDSO (coordinated by ED/Track-1 in RDSO) have been incorporated through the interactive meetings in Railway Board by the nominated Committee Members.
5. The document - "SSOD for DFCs" has been finalised and signed by the Committee Members for further processing and approval of Railway Board. The document has also been e-mailed to all concerned for their information.

(No. 2011/CEDO/SD/17/O, Dated 22.03.2012)

22.03.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Distribution for kind information and necessary action to :

- Sr. PPS/CRB, ME, MT, ML and MM for kind information of CRB, ME, MT, ML & MM please.
- DG/RDSO and ED/Track-1, ED/B&S and ED/Wagon/RDSO, Manak Nagar, Lucknow.
- AM/CE, AM/Traffic, AM/ME and Adv./Infrastructure, Railway Board.
- MD/DFFCIL and Director/Infrastructure/DFFCIL, New Delhi.
- EDCE(P), ED/ME(Freight), EDTT(S) and EDCE(G), Railway Board.

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

No. 2012/CEDO/SD/RS/02

New Delhi, dated 16.03.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow.

Ref : CCRS's office letters no. क्यू.11014/04/2011-टी.डब्लू. dt.18.01.12 & 21.02.12.

Vide letter dated 18.01.12 referred above, Commission has been forwarded RDSO's letter no. CT/TMM/GENL, dated 17.01.2012 for Board's condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow and further issued corrigendum letter dated 21.02.2012 with following condition :

"Speed on Points & Crossings will be restricted to 10 Kmph."

However, while processing the proposal, EDTk(Mc) has passed the following remarks :

"The restriction proposed above, appears to be a continuation of old legacy. There is a need to review the same. ED/TM, ED/Track-I & ED/Track-II of RDSO to jointly review the same to permit less restrictive movement of machine"

RDSO may kindly review the same.

16-3-12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (TM), RDSO, Manak Nagar, Lucknow
2. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
3. The Executive Director (Track-II), RDSO, Manak Nagar, Lucknow
4. Executive Director(Track Machine), Railway Board, New Delhi

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

No. 97/CEDO/SR/14 New Delhi, Dated 16.03.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Closure of Project : "Optimization of Schedule of Dimensions for Indian Railways" under RDSO's Mission No. 21.

Ref : RDSO's letter no. CT/SD/Rev./BG/MG, dated 15.03.2012.

In above reference, approval of Ministry of Railways (Railway Board) is hereby communicated for closure of RDSO's Project : "Optimization of Schedule of Dimensions for Indian Railways" under Mission No. 21.

Further necessary action may be taken accordingly.

16.03.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & necessary action to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. The Executive Director/E&R, Railway Board, Rail Bhawan, New Delhi.

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

No. 2012/CEDO/SD/RS/02

New Delhi, dated 16.03.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow.

Ref : CCRS's office letters no. क्यू11014/04/2011-टी.डब्लू. dt.18.01.12 & 21.02.12.

Vide letter dated 18.01.12 referred above, Commission has been forwarded RDSO's letter no. CT/TMM/GENL, dated 17.01.2012 for Board's condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow and further issued corrigendum letter dated 21.02.2012 with following condition :

"Speed on Points & Crossings will be restricted to 10 Kmph."

However, while processing the proposal, EDTk(Mc) has passed the following remarks :

"The restriction proposed above, appears to be a continuation of old legacy. There is a need to review the same. ED/TM, ED/Track-I & ED/Track-II of RDSO to jointly review the same to permit less restrictive movement of machine"

RDSO may kindly review the same.

16-3-12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सं./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (TM), RDSO, Manak Nagar, Lucknow
2. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
3. The Executive Director (Track-II), RDSO, Manak Nagar, Lucknow
4. Executive Director(Track Machine), Railway Board, New Delhi

Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
(Railway Board)

No.71/WDO/SD/31 New Delhi, dated 21 Kartika, 1893. /2-11-1971.

The General Manager,
Central Railway,
Bombay V.T.

Sub:- Kasara Station- Condonation of gradient infringement for steeper grade in the yard as a permanent measure in connection with proposed regrading and extension of loops.

With reference to your application No.EW.739.W.1272.II dated 20th September, 1971, through the Commissioner of Railway Safety, Bombay, Railway Board sanction the grade infringement as per item 2 Chapter II of B.G. Metric Schedule of Dimensions (1963), involved inconnection with the above noted work, as mentioned in Form XI accompanying your letter referred to above, as a permanent measure.

(R.L. Anand)
Dy. Director, Civil Engg.,
Railway Board.

No.71/WDO/SD/31 Dated 12-11-1971.

Copy forwarded for information to:-

(1) The Commissioner of Railway Safety, Queen's Road, Bombay-20, with reference to his letter No. 1892 dated 25th September, 1971.

(2) The Commissioner of Railway Safety, 16-A Ashok Marg, Lucknow-1.

(R.L.Anand) 11/11
for Secretary, Railway Board.

DA/Nil.

*ksr/11.11. 1971.

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 14.03.2012

Addressed to :
(as per list mentioned below)

Sub : Addendum & Corrigendum Slip (ACS) No. 7 to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the following Para/Item of Schedule of Dimensions 1676mm Gauge (B.G.) 2004 are amended as shown in the enclosed Addendum & Corrigendum Slip No. 7 :

I. Para-10 of Chapter-I : General at Page 6 & 7 in Schedule-I : "Height of ROBs & FOBs During Railway Electrification Work"

II. Para-11(i), Chapter-I, Schedule-I (Page 7, 8) : "Clearance For Power Line Crossings Including Telephone Line Crossings Of Railway Tracks"

III. Chapter V-A Electrical Traction (Page 27, 28)

IV. Appendix 'A' To Chapter V-A : Clearances Required For AC-Electric Traction (Page-37, 38, 39)

Enclosure : ACS No. 7 (seven pages)

14.03.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

List For Distribution :

1. General Managers, All Indian Railways & Production Units
2. Principal Chief Engineers and Chief Administrative Officers (Con), All Indian Railways
3. Director General, RDSO, Manak Nagar, Lucknow
4. Director General, Railway Staff College, Vadodara
5. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
6. Commissioner of Railway Safety, All Circles.
7. Director, IRICEN, Rail Path, Pune - 411001 (Maharashtra).
8. Director, IRIEEN, P.B.No.-233, Nasik Road - 422101 (Maharashtra)
9. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
10. Director, IRIMEE, Jamalpur - 811214 (Bihar)
11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to :

- Sr. PPS to ME, MM, MT and ML for kind information of ME, MM, MT and ML please.
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig.), AM(Traffic), Adv.(Projects), Adv.(L&A), Adv.(Bridges)

EDCE(G), EDCE(P), EDTK(M), EDTK(MC), EDTK(P), EDCE(B&S), EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), EDRE(P), ED(Safety), ED(Sig.), ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S) in Railway Board.

S/F

Addendum & Corrigendum Slip (ACS) No. 7
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

I. Amendment To Para-10 Of Chapter-I : General at Page - 6 & 7
In Schedule-I of IRSOD, Revised 2004
"Height of ROBs & FOBs During Railway Electrification Work"

10. **Height of ROBs & FOBs During Railway Electrification Work :**

(a) Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures : 4875 mm

(b) Where D.C. electric traction is in use or is likely to be used, this dimension shall be : 5410 mm

(c) Where 25 kV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be as under :

Item	Light Overhead Structures, such as Foot Over Bridges	Heavy Overhead Structures, such as Road Over Bridges
(i) For New Overhead Structures and alteration to existing Overhead Structures	6250mm	5870mm
(ii) For Existing Overhead Structures : Wherever feasible, the height of Contact Wire shall be as high as possible, under the Overhead Structures, to allow the passage of Over Dimensional Consignment/ Rolling Stock of 4.8m height. (For 4.8m height of Rolling Stock/Over Dimensional Consignment)	6250mm	5870mm
(iii) For Existing Overhead Structures : Under restricted height of Overhead Structure, the minimum height above rail level for a distance of 1600mm on either side of the centre of track for 4.8m height of contact wire from rail level	5270mm	5070mm

Note :

(a) See Appendix for extra clearance required on curves.

(b) In case of existing structures, a special study shall be made, which will be accepted by the concerned Electrical Inspector of the Railways, as indicated in Appendix-A to Chapter V-A before 25 kV A.C. traction is introduced.

(c) In areas where 25 kV A.C traction is used or likely to be used, if any turnout or crossover is located under a heavy overhead structure or within 40m from its nearest face irrespective of the position of level crossing gate, the minimum height of such overhead structure shall be

6250mm*. Also, in case the turnout is beyond 40 m; but the level crossing gate is within 520m from the nearest face of the bridge, the height of such overhead structure shall be 6250mm*.

(d) The height mentioned against items 10(a), 10(b) & 10(c) above shall be measured from the higher or super-elevated rail.

(e) On lines proposed to be electrified on 25 kV A.C system and also in other sections, necessary provision shall be made in overhead structure and overhead equipment, if necessary by using longer traction overhead equipment masts to permit an allowance of 275mm for raising of track in connection with the introduction of modern track structure in future and for catering to increased ballast cushion, larger sleeper thickness and deeper rail sections.

* (under restricted situations, the minimum height shall be 5270mm for 4.80m high contact wire)

II. Clearance For Power Line Crossings Including Telephone Line Crossings Of Railway Tracks

(Para-11(i), Chapter-I, Schedule I of SOD 2004 BG)

(Page-7, 8 to IRSOD 2004)

Para-11(i) Minimum height above rail level of the lowest portion of any conductor of crossing, including guard wire, other than telegraph, telephone and other such low tension wires or traction trolley wire, under conditions of maximum sag shall be as follows :

a. For Existing Power Line Crossings :

SL	Over Head Crossing Voltage	Minimum Clearances From Rail Level
(1)	(2)	(3)
1.	Upto & including 11 kV	Normally By Underground Cable
2.	Above 11 kV & upto 66 kV	14100 mm
3.	Above 66 kV & upto 132 kV	14600 mm
4.	Above 132 kV & upto 220 kV	15400 mm
5.	Above 220 kV & upto 400 kV	17900 mm
6.	Above 400 kV & upto 500 kV	19300 mm
7.	Above 500 kV & upto 800 kV	23400 mm

b. For New Power Line Crossings or Alteration to Existing Power Line Crossing in electrified sections :

SL	Over Head Crossing Voltage	Minimum Clearances From Rail Level	
		Clearance at OHE Structures	Clearance at Mid OHE Span
(1)	(2)	(3)	(4)
1.	Upto and including 11 kV	Normally By Underground Cable	
2.	Above 11 kV & upto 33 kV	14660 mm	12384 mm

3.	Above 33 kV & upto 66 kV	14960 mm	12384 mm
4.	Above 66 kV & upto 132 kV	15560 mm	12994 mm
5.	Above 132 kV & upto 220 kV	16460 mm	14524 mm
6.	Above 220 kV & upto 400 kV	18260 mm	15434 mm
7.	Above 400 kV & upto 500 kV	19160 mm	17884 mm
8.	Above 500 kV & upto 800 kV	21860 mm	17884 mm

c. For Power Line Crossings in Non-Electrified sections :

SL	Over Head Crossing Voltage	Minimum Clearance On Existing Routes From Rail Level For New Track/Additional Line Or Gauge Conversion When Line Is Not Anticipated To Be Electrified	Minimum Clearances From Rail Level For New Power Line Crossing Or Alternation To Existing Power Line Crossing
(1)	*(2)*	*(3)*	*(4)*
1.	Upto and including 11 kV	By Underground Cable	By Underground Cable
2.	Above 11 kV & upto 33 kV	10860 mm	14600mm
3.	Above 33 kV & upto 66 kV	11160 mm	14960mm
4.	Above 66 kV & upto 132 kV	11760 mm	15560mm
5.	Above 132 kV & upto 220 kV	12660 mm	16460mm
6.	Above 220 kV & upto 400 kV	14460 mm	18260mm
7.	Above 400 kV & upto 500 kV	15360 mm	19160mm
8.	Above 500 kV & upto 800 kV	18060 mm	21860mm

d. Minimum Clearance Between Highest Traction Conductor & Lowest Crossing Conductor : It is desirable to provide maximum possible clearance in case of power line from the highest traction conductor used for electric traction. However, based on the clearance study, reduced clearances as under may be adopted :

SL	Over Head Crossing Voltage	Minimum Clearance Between Highest Traction Conductor & Lowest Crossing Conductor
(1)	*(2)*	*(3)*
1.	Upto & including 11 kV	Normally By Underground Cable
2.	Above 11 kV & upto 66 kV	2440 mm
3.	Above 66 kV & upto 132 kV	3050 mm
4.	Above 132 kV & upto 220 kV	4580 mm
5.	Above 220 kV & upto 400 kV	5490 mm
6	Above 400 kV & upto 500 kV	7940 mm
7.	Above 500 kV & upto 800 kV	7940 mm

Note :

(i) All height/clearances are in mm and under maximum sag conditions.

(ii) Clearances at mid OHE span (Column-4) in Para 11(i)(b) can be adopted if the OHE structure/fixed structure is beyond 6000 mm of nearest conductor of overhead crossing.

(iii) If the crossing is provided with a guarding, a minimum clearance of 2000 mm shall be maintained between the bottom of the guard wire and highest traction conductor.

(iv) Power line crossing in yards & stations area shall be avoided.

Para-11(ii) Minimum clearance between any conductor not adequately insulated and any railway structure under most adverse conditions.

SL	Voltage	Minimum Clearance
(1)	(2)	(3)
a.	Upto and including 650 volts	2500 mm
b.	Above 650 volts and upto & including 33 kV	3700 mm
c.	Above 33 kV and upto & including 66 kV	4000 mm
d.	Above 66 kV and upto & including 132 kV	4600 mm
e.	Above 132 kV and upto & including 165 kV	4900 mm
f.	Above 165 kV and upto & including 220 kV	5500 mm
g.	Above 220 kV and upto & including 400 kV	7300 mm
h.	Above 400 kV and upto & including 500 kV	8200 mm
i.	Above 500 kV and upto & including 800 kV	10900 mm

[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]

Para-11(iii) Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a railway 6100mm

[There is no change in this Para w.r.t. the existing provisions of IRSOD 2004]

Para-11(iv) Minimum Horizontal Distance Of Structures

The minimum horizontal distance measured at right angles from the centre of nearest track to any part of a structure carrying electrical conductors crossing a railway shall be :

(a) For rigid and well founded post/ structure, its fitting and projections :

For Existing Works :

(i) From rail level to 305 mm above rail level 1675mm

(ii) From 305mm above rail level to 4420mm above rail level and beyond 2135mm

For New Work/Alteration to existing works :

(i) From rail level to 305 mm above rail level 1905mm

(ii) From 305mm above rail level to 4420mm above rail level and beyond 2360mm

Note : Any post/structure which is so constructed or guyed as to remain in a vertical position, or failing this to continue to provide the clearances specified above, with one or all of the conductors broken or, with its conductors attached, when subjected to maximum wind pressures, may be considered to be a "rigid well founded post/structure".

(b) However, for other structures not covered in (a) above, it shall be equal to the height of structure in metres above ground level plus 6 metres.

III. CHAPTER V-A ELECTRICAL TRACTION [25 kV AC 50 Cycles]

{Page-27, 28 to IRSOD 2004}

[Only Para 1, 2 & 5 are modified and remaining Para 3 is unchanged version of earlier Para 4]

Note : Wherever electric traction is in use, special precautions shall be taken in accordance with provisions made in Chapter XVII of 'General Rules' for all Open Lines of Railways.

Electrical Clearances :

1. Vertical and lateral distance between 25 kV live parts and earthed parts of fixed structures or moving loads/rolling stocks shall be as large as possible. The minimum vertical and lateral electrical clearances to be maintained under worst condition of temperature, wind etc. between any live part of the overhead equipment or pantograph and parts of any fixed structures (earthed or otherwise) or moving loads / rolling stocks shall be as under :

(i)	Long duration	:	250mm
(ii)	Short duration	:	200mm

Note : (a) Long Duration means when the conductor is at rest and Short Duration means when the conductor is not at rest.

(b) A minimum vertical distance of 270mm shall normally be provided between rolling stock and contact wire to allow for a 20mm temporary raising of the track during maintenance. Wherever the allowance required for track maintenance exceeds 20mm, the vertical distance between rolling stock and contact wire shall correspondingly be increased.

(c) Where adoption of above clearance is either not feasible or involves abnormally high cost, Permanent Bench Mark to be provided to indicate the level of track to be maintained.

2. Minimum height from rail level to the underside of live conductor :

(iv)	Under Bridges and in Tunnels	:	4.80m
(ii)	In the Open	:	5.50m
(iii)	At Level Crossings	:	5.50m
(iv)	In Running And Carriage Sheds	:	5.80m

Note :

(a) In cases where it is proposed to allow only Locomotives or Stocks not higher than 4.42 m, the minimum height of Contact Wire, specified under Item 2(i), may be reduced to 4.69 m.

(b) In sections, where the minimum height of contact wire has been kept at 4.54m as per earlier provisions of IRSOD, 2004, a board showing the restriction and specifying "locomotives or stocks higher than 4.27m are not permitted to ply on this section", should be exhibited at the entrance to the section.

(c) For movement of Over Dimensional Consignments, the height specified under Item 2(i) above shall be increased by the difference between the height of the consignment contemplated and 4.42m. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15 kmph and is also specially escorted by authorised Railway Staff, the derived height of Contact Wire may be reduced by 50 mm.

(d) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation

(e) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different heights.

3. Maximum variation in alignment of the live conductor wire on either side of the centre line of track under static condition :

(i)	On straight track	:	200mm
(ii)	On curves	:	300mm

Note : These limits would not apply to special locations like insulated overlaps and out of run wires.

4. Maximum width of pantograph collector : 2030mm

Note : A tolerance of plus 10mm on maximum width specified is permissible to accommodate variation in manufacture and mounting with respect to the centre line of vehicle.

IV. APPENDIX 'A' TO CHAPTER V-A

Clearances Required For 25KV, Single Phase, AC-Electric Traction

{Page-37, 38, 39 to IRSOD 2004}

[Only Para 1, 4 and 5 are modified and remaining Para 2 and 3 are unchanged]

1. It is desirable to provide the maximum possible clearances in the case of lines equipped for 25 kV AC 50 cycle single phase electric traction.

Minimum Clearances between live bare conductors / pantographs and structure -

(a) Short Term Clearances - Vertical and lateral distance between live conductors and earth (normally existing only for a brief period) : 200mm

(b) Long Term Clearance - Vertical and lateral distance between live conductors and earth (which may remain for a considerable period) : 250mm

2. In order to ascertain whether the requisite clearance would be available under an existing structure, the permissible height of the contact wire shall first be determined by competent authority. For this purpose the following particulars should be known :

(i) Particulars of the structure including profile
(ii) Allowance for slewing of track
(iii) Allowance for low joints in tracks
(iv) Radius of curvature of track under the structure
(v) Super-elevation of track under the structure
(vi) Maximum permissible speed under the structure
(vii) Maximum dimensions of over-dimensional consignments which are permissible and safety measures which would be taken for movement of over-dimensional consignments
(viii) Location of the structure in relation to level crossings, water columns and turnouts in the vicinity
(ix) Type of overhead equipment

3. After determining permissible height of the contact wire based on above particulars, the clearance required between the lowest portion of the bridge or structure and the top most position of the overhead wire shall be determined in each case after study of the following :

(a) System of tensioning of the overhead equipment
(b) Atmospheric conditions
(c) Maximum permissible number of electric locomotives per train (double or triple headed)
(d) Location of the structure in relation to points and crossings, overlap, spans etc.
(e) Length of structure along tracks
(f) Type of structure, girder, masonry etc.
(g) The span of overhead equipment under the bridge
(h) Presence of traction feeder
(i) Likelihood of diesel locomotive halting under the structure

4. (a) The minimum height of contact wire for a stock height of 4.42m to be able to run on all sections electrified with 25 kV A.C. traction system with live traction overhead equipment :

(i)	Height of the locomotive	:	4.42m
(ii)	Minimum short time clearances to contact wire	:	0.25m
(iii)	Allowance for track maintenance	:	0.02m
(iv)	Minimum height of contact wire (Total)	:	**4.69m**

Note : For OHE span length of 49.5m or below, the oscillations of contact wire get reduced to 0.05m and the minimum height of contact wire in Para 4(a)(iv) can be reduced to 4.69m.

(b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives and stock, the maximum height of over Dimensional Consignments (ODC) with the live over head equipment at speed over 15km/h (when vertical oscillation of overhead equipment is pronounced) is derived as under :

Minimum height of Contact Wire		:	4.69 m
	Less		
(i)	Minimum electrical clearance	:	0.20 m
(ii)	Track allowance	:	0.02 m
(iii)	Allowance for vertical oscillation of contact wire under influence of moving pantographs	:	0.05 m
	Total	:	0.27 m
Permissible maximum height of Over Dimensional Consignment		:	**4.42 m**

(c) If an Over Dimensional Consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an Over Dimensional Consignment halting under a structure, a clearance of 0.25 m under rest condition is to be provided, vide item 1 of Chapter V-A. In this case the derived height of contact wire may be reduced by 50 mm.

5. In the case of light structures such as foot-over bridges, it would be desirable to keep a standard height of contact wire of 5.50m. In case of heavy structures, such as flyover bridges or road over bridges, it is desirable to keep the height of contact wire as low as possible, consistent with the requirements of movement of Standard Class 'C' Over-Dimensional Consignments of height 4.80m.

SH-71

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

No. 2007/CEDO/SD/O

New Delhi, Dated 13.03.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD, 2004 for matters related to the height of platform.

Ref : Western Railway's letter no. W.447/12/318(Plan), dated 22.02.12.

Vide above reference (copy enclosed), Western Railway have sent proposal for issuing Correction Slip to IR-SOD : BG (Revised) 2004, with reference to "relaxation of item no. 4 : Chapter II of SOD for permitting increase in the height of platform above rail level as 950mm".

You may, therefore, please get the matter examined and send RDSO's comments/recommendations to Board for further necessary action, if any.

Enclosure / As above

13.03.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. Principal Chief Engineer, Western Railway, Mumbai.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

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

No.2012/CEDO/ORI/04

New Delhi, Dated 13.03.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of new single line between Bidadi (km 30.152) and Ramanagaram (Km 43.778) as a part of Kengeri - Ramanagaram doubling of BG project in Bangalore Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.GC.347/DL/BNC/SBC-KGI-RMGM, dated 02.02.2012.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of new single line between Bidadi (km 30.152) and Ramanagaram (Km 43.778) as a part of Kengeri - Ramanagaram doubling of BG project in Bangalore Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/5/2008/SWR, dated 12.11.2008.

13.3.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/ORI/04

New Delhi, Dated 13.03.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/5/2008/SWR, dated 12.11.2008.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore - 560 046.

13/3/12

13.3.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

No.2011/CEDO/SD/20 New Delhi, Dated 13th March, 2012

The General Manager,
Northern Railway,
New Delhi.

Sub : Temporary condonation for 04 (four) months for infringements to IRSOD in connection with the construction of 3rd line from Ghaziabad to Aligarh Junction, in Ghaziabad Station Yard of Northern Railway.

Ref : Northern Railway's letter no. 519-W/928 Pt.I , dated 14.02.2012.

In continuation to Board's letter of even number dated 30.09.2011, sanction of Ministry of Railways, Railway Board is hereby communicated for temporary condonation by further 04 (four) months (i.e. upto 30.06.2012) for infringements to IRSOD in connection with the construction of 3rd line from Ghaziabad to Aligarh Junction, in Ghaziabad Station Yard of Northern Railway as per details given in above referred letter.

13.3.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/20 New Delhi, Dated 13th March, 2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow -226001 w.r.t. his endorsement no. क्यू. 11014/02/2011-त.वि. dated. 21.09.2011.
2. C.R.S./Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110 021 w.r.t. his letter no. 2010/Q-11(3)/Inf/NC/Pt.1/716-718, dated 16.09.2011.

13.3.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

014

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
with Enclosure
13/3/12
Signature
जारी की तिथि
Date of Issue

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

No. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, dated 01.03.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised,2004 for matters related to Electrical Directorate.

Ref : RDSO's letter no. CT/SD/REV/BG/MG, dated 16.01.2012.

On the proposal for Addendum & Corrigendum Slip to IRSOD (BG), Revised, 2004 based on RDSO's recommendation vide reference above, Board (MM) has observed as under :

"1. It should be specifically clarified by the Electrical Directorate that locomotives and other rolling stock of height up to 4420mm can run at unrestricted speed (restricted only by track conditions) when the height of the contact wire is reduced to 4690mm. No specific condonation will need to be sought for such operations.

2. The reduction of contact wire to 4690mm is presumably being proposed due to limitations posed by old/existing structures. The relaxation in SOD to 4690mm will therefore apply to such cases only. These restrictive SOD standards will not be applicable anywhere else. This should be specifically clarified.

3. Reduction of contact wire height to 4540mm (28 2b) is too restrictive.This needs to be looked into by the Traffic Directorate. The earlier dimension was 4650mm later reduced to 4580mm. It is being reduced further to 4540mm.

4. The long and short duration electrical clearances are sought to be reduced to 250mm and 200mm from 320mm and 270mm respectively. This too is presumably on account of old/existing structures. Electrical Directorate should clearly specify this. Such reductions cannot be made universally applicable.

5. It has been mentioned in the proposal that the reduced clearances will not apply to the feeder routes of DFCs. This is not enough. In case seamless interchange of traffic is envisaged between the DFCs and their feeder routes, then the SOD for both should be same, i.e. the one prescribed for the DFCs. Unless this is done the interchange between IR network and DFCs will suffer from the same drawbacks and delays that characterize traction change today (diesel to electric and vice versa). Traffic Directorate may take a view on this.

6. It also appears from the proposal that such condonations as being sought, are on account of electrification of gauge conversion where bridges, tunnels and other fixed structures, still retain their MG dimensions. In most such gauge conversion projects, electrification was justified even of single line sections with traffic projections which never materialized. If modifications to bridges and tunnels were also included in the electrification estimates the investment for the electrification would have never found justification in terms of RoR. Now the SoD is being sought to be lowered on account of electrification even though it may affect development of taller wagons and car carriers as mentioned earlier on np 11. It is throughput which is of paramount importance and not the mode of traction. MT may like to take a view in this regard."

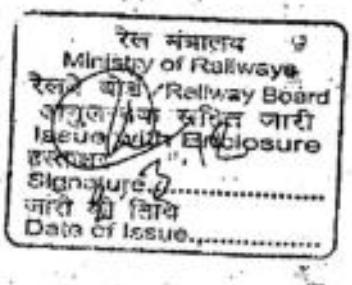
You may, therefore, please get the same examined and send the comments/recommendations of RDSO for further action, in Board.

01/03/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to :

1. The Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. EDRE(P), Railway Board, New Delhi- for information & necessary feedback on above items.



o/c

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

No. 2011/CEDO/SD/RS/01 New Delhi, dated 01.03.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD by Ballast Regulating Machine, manufactured by M/s Gemac Engineering Machinary Company Ltd. Chaina.

Ref : Your office letter no. CT/TMM/GENL, dated 27.01.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD for new design of Ballast Regulating Machine, manufactured by M/s Gemac Engineering Machinary Company Ltd. Chaina

The design of above Ballast Regulating Machine, infringes :

(i) **Clause 15** - maximum rigid wheel base for four wheeled vehicles by 1400mm (i.e.7500mm instead of 6100mm)

(ii) **Clause 19(a)** - maximum length of body or roof for 4-wheeled vehicle by 5050 mm (i.e 13590mm instead of 8540mm).

(iii) **Clause 20(a)** - maximum length over side buffers of 4-wheeled vehicles by 4970mm (i.e 14780mm instead of 9810mm).

of Chapter-IV(A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 as per Annexure-I, drawings & other details accompanying with your above referred letter.

01/03/12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SD/RS/01 New Delhi, dated 01.03.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11027/02/2012- टी.ऽ.ऽ.ू. dated 02/03.02.2012.

(ii) Executive Director/Track-I, RDSO, Lucknow.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
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Date of Issue.....

01-03-12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) General Manager, All Indian Railways .

(ii) Commissioner of Railway Safety; All circles.

(iii) EDME/Machine, Railway Board, Rail Bhawan, New Delhi.

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

No. 2012/CEDO/SR/01 New Delhi, Dated 28.02.2012

The Managing Director,
Konkan Railway Corporation Ltd.,
Post Box No:9, Belapur Bhawan,
Sector-11, CBD-Belapur,
Navi Mumbai - 400 614.

Sub : Running of modified SPURT Car of ICF as **SPARMV** at a maximum speed of 75 kmph over KRCL.

Ref : KRCL's letter no. KR/CO/M/Repl/ARMV-RN & VEN, dated 25.10.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of **modified SPURT Car of ICF as SPARMV** at a maximum speed of 75 kmph or at sectional speed, whichever is less on Konkan Railway Corporation Ltd. (KRCL), subject to terms and conditions as given in RDSO's Speed Certificate and KRCL's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with the observations of Board as under :

"Railway should aim for 100 kmph being used for SPARMV and, therefore, matter to be studied in detail by RDSO & KRCL and report submitted to Board accordingly."

28.02.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/01 New Delhi, Dated 28.02.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 17016/08/2011-टी.डब्लू., dated 30.11.11.
2. The CRS/Central Circle, 2nd Floor, Churchgate Stn. Bldg., Annexe, M.K. Road, Mumbai-400020, w.r.t. his letter no. C-11(208)/2006-912, dated 16/19-12-2011.
3. Director General, RDSO, Lucknow for information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow-226011, w.r.t. his letters no. MC/ART/SP, dated 12.06.09.

28.02.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) The General Managers, All Indian Railways
(ii) The Commissioner of Railway Safety, All Circles (except Central Circle)
(iii) EDME (Tr.), Railway Board, Rail Bhawan, New Delhi.

W/29/2

D/C

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

No.2012/CEDO/SD/04 New Delhi, Dated 27.02.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram-Dindigul section of Southern Railway.

Ref : Southern Railway's letter no. W/573/T/20, dated 26.09.2012.

Vide letter referred above, Board's sanction has been sought for condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram-Dindigul section of Southern Railway.

However, while processing the proposal, Advisor (Safety) has passed the following remarks :

"for proper examination, copy of SWR & SIP is required."

The Railway may arrange to send the SWR & SIP of Kallakkudi Palanganatham yard for further processing in Board.

27.2.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

Chief Plg. & Dev. Engineer, Headquarter Office, Works Branch, Southern Railway,Chennai.



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

No.2012/CEDO/ORI/01 New Delhi, Dated 21.02.2012

The CAO (C),
North Eastern Railway,
Gorakhpur.

Sub : Opening of new BG line (Twin single line) on Indara (incl.) – Mau (incl.) section of Varanasi Division of North Eastern Railway for Public Carriage of Passengers.

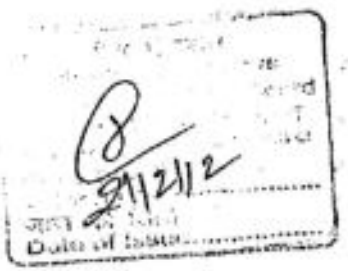
Ref : CRS/NE Circle letter no. 435/I/D/OPG/PT/NER/1461, dated 14.12.11.

The above section was inspected by CRS, North Eastern Circle, Lucknow on 12.010.11 and the opening of the section was authorized vide his letter no. 435/I/D/OPG/PT/SANC-348, dated 18.10.11 with certain observation. The inspection report has been sent to this office with a copy to NER vide his letter no. 435/I/D/OPG/PT/NER/1461, dated 14.12.11.

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ NE Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड



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

No.2012/CEDO/ORI/02 New Delhi, Dated 21.02.2012

The CAO (C),
North Eastern Railway,
Gorakhpur.

Sub : Opening of double line section Bankata (excl.) - Bhaptar Ran (incl.) from Km. 414/0-1 to 422/5-6 section of Varanasi Division of North Eastern Railway for Public Carriage of Passengers.

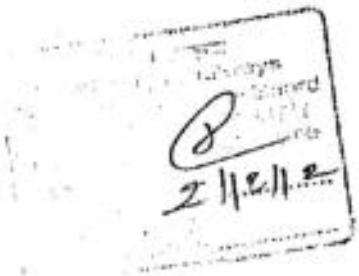
Ref : CRS/NE Circle letter no. 402/I/M/OPG/PT/NER/1440, dated 13.12.11

The above section was inspected by CRS, NE Circle, Lucknow on 12.010.11 and the opening of the section was authorized vide his letter no. 402/I/M/OPG/PT/SANC-362, dated 18/19.10.11 with certain observation. The inspection report has been sent to this office with a copy to NER vide his letter no. 402/I/M/OPG/PT/NER/1440, dated 13.12.11

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ NE Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड



9/C

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

No.2012/CEDO/ORI/03 - New Delhi, Dated 21.02.2012

The CAO (C),
South Central Railway,
Secunderabad.

Sub : Opening of new BG double line (non-electrified) on permanent diversion between Muddanur (excl.) Km. 237.081 and Kondapuram (excl.) Km. 339.358 Stations of Gooty-Renigunta section of Guntakal Division of South Central Railway for Public Carriage of Passengers.

Ref : CRS/SC letter no. R. 12058/1/11-SCC/312, dated 23.12.2011

The above section was inspected by CRS, South Central Circle, Secunderabad on 04.08.2011 and the opening of the section was authorized vide his letter no. R. 12058/1/11-SCC dated 10.08.2011 with certain observation. The inspection report has been sent to this office with a copy to SCR vide his letter no. R. 12058/1/11-SCC/312, dated 23.12.2011.

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ South Central Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

21/2/12

e/c

भारत सरकार/GOVERNMENT OF INDIA
रेल मंत्रालय/MINISTRY OF RAILWAYS
रेलवे बोर्ड/RAILWAY BOARD

New Delhi, dated 15.02.2012

No. 2002/M(N)/204/7 Vol.I

The Chief Mechanical Engineer
Northern Railway
New Delhi

Sub:- CRS sanction for running of New/Modified wagons

Ref:- Your letters No.
(i) 802-M/92/30/BOBRM-I/MC-II dated 29.11.2011
(ii) 802-M/92/30/BOXNHS/MC-II dated 26.12.2011

Vide letter under reference, Northern Railway has requested for nomination of Railways for obtaining sanction of wagons, whose, first-time sanction given by Railway Board has expired.

Railways may process for CRS sanction of all wagons running on their system. In case the first time sanction of Railway Board is not available or is not valid on date, the case may be forwarded to Railway Board through CCRS for obtaining first-time sanction or revalidation.

No specific Railway can be nominated for the same, as in any case all Railways have to process cases for CRS sanction for running of all wagons on their system.

This letter is being issued with the approval of EDCE(G)/Railway Board.

A. Mittal

(Archana Mittal)
Director Mech. Engg.(Frt)
Railway Board

Copy to: (i) **EDCE(G)**/Railway Board
(ii) **CMEs**/All Zonal Railways (except NR)

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

No.2012/CEDO/SD/03

New Delhi, Dated 14.02.2012

The General Manager,
Western Railway,
New Delhi.

Sub : **Vaitarna Station**: Condonation of infringing gradients on existing UP main and DN main line in Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway.

Ref : Western Railway's letter no. Dy.CE(C) IV/131/R(Construction), dt. 12.12.11.

Vide letter referred above, Board's sanction has been sought for condonation of infringing gradients on existing UP main and DN main line in Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway.

However, while processing the proposal, Advisor (Safety) has passed the following remarks :

"SWR of the Station may be asked for."

The Railway may arrange to send the SWR of Vaitarna Station for further processing in Board.

14/2/12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & n/a :

1. The CAO/Construction, Western Railway, Churchgate, Mumbai.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
जारी करने की तारीख
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

O/C

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

Minutes of Meeting of The Committee For Preparation & Finalization Of Documents For Standard Schedule Of Dimensions (SSOD) For Dedicated Freight Corridors

Held on 7th February, 2012 in Railway Board

Present :

(1)	Shri Surinder Pal	-	EDCE(P), Railway Board	spal_1957@yahoo.co.in
(2)	Shri Sonvir Singh	-	ED/Track-1, RDSO	edtrack@gmail.com
(3)	Shri A.K. Dutta	-	Director/Infrastructure/DFFCIL	akdutta@dfcc.co.in
(4)	Ms. Archana Mittal	-	DME(Freight), Railway Board	
(5)	Shri Alok Kumar	-	EDCE(G), Railway Board	alokalokindia@rediffmail.com

1. In continuation to the meetings held earlier, the next meeting of the Committee was held on 7th February '12 in Railway Board's office. Although EDTT(S) informed about his engagement on date, another slot was not possible in the next 15 days time, as discussed with other Members of the Committee. Therefore, it was decided to continue with the meeting on date and deliberate the issues, as received from the Members of the Committee, so that the document may be given due shape for its finalisation.

2. Various issues as pointed out by the Members were deliberated and final conclusions have been marked in the final draft document as being e-mailed to all concerned. While there was consensus on all issues pertaining to SSODs of both the DFCs, spacing of tracks in terms of Clause 1.1.2 and 8.1.2 were deliberated in much detail with varying opinions from DFC and other Members.

3. However, it was agreed that minimum distance between centre of tracks of DFC and of existing IR track shall be mentioned with the two proviso w.r.t. (a) minimum distance and (b) recommended distance as well.

4. Recommended distance between centres of tracks has been worked out based on overturning / swiveling of the longest wagon (21 metre) permitted on IR track. Based on this criteria, the distance between the two tracks works out to 21/2 + 1.676/2 = 10.5 + 2.825 = 13.325, say 13.5 metre.

5. For minimum distance between centre to centre of tracks, the Railway's members were of the opinion that criteria should be with the consideration of non-infringement of the derailed and overturned wagon on DFC with the passenger train running on IR track, i.e. 5100 + 2825 = 7925 mm for Eastern Corridor and 7100 + 2825 = 9925 mm for Western Corridor of DFC. Accordingly, the minimum distance of centre to centre from DFC track to IR track has been specified as 7925 mm and 9925 mm for Eastern and Western Corridors respectively.

6. However, DFC had a different opinion and they recommended this distance as 6 metre with the following remarks :

"Minimum & recommended track centres on IR or any Railway System is worked out on principles and not individual events, e.g. derailment / accidents.

Minimum track centre is to be worked out on the principle of normal operational condition providing for Kinematic Profile on both lines moving simultaneously side by side. It does not provide for overturning of loaded moving body or its swiveling / dispersal in case of derailments / accidents.

Recommended track separation can provide for all eventualities, e.g. derailment/accident, covering all events of overturning / swiveling / dispersal of wagons.

Accordingly, minimum track separation between DFC track and nearest IR track may be kept at 6.00 metres."

7. There was also one correction in the sketch enclosed with the SSOD of Western DFC and accordingly, improvements have been made therein.

8. However, it was agreed that the draft document, as discussed and agreed during meeting by the Committee will be circulated to all the Committee Members through e-mail and after taking their remarks in the next 15 days' period, i.e. latest by 27th February '12, the file would be processed for Board's approval in a week's time thereafter.

9. All the Members of the Committee were requested to go through the final Draft Document, as being e-mailed and send their views, if any, so that it could be processed for Board's approval at the earliest possible.

(No. 2011/CEDO/SD/17/O, dated 10.02.2012)

10.02.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Distribution for kind information and necessary action to :

- Sr. PPS/CRB, ME, MT and MM for kind information of CRB, ME, MT & MM please.
- DG/RDSO and ED/Track-1, ED/B&S and ED/Wagon/RDSO, Manak Nagar, Lucknow.
- AM/CE, AM/Traffic, AM/ME and Adv./Infrastructure, Railway Board.
- MD/DFFCIL and Director/Infrastructure/DFFCIL, New Delhi.
- EDCE(P), ED/ME(Freight), EDTT(S) and EDCE(G), Railway Board.

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

No. 2012/CEDO/SD/RS/02

New Delhi, dated 10.02.2012

Chief Commissioner of Railway Safety,
Compound of DRM/NER, Ashok Marg,
Lucknow.

Sub : Condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow.

Ref : Your office letter no. no. क्यू.11014/04/2011-टी.डब्लू. dated 18.01.12.

Vide letter referred above, Commission has been forwarded RDSO's letter no. CT/TMM/GENL, dated 17.01.2012 for Board's condonation of infringement to IRSOD by Work Site Tamper without flat car Model VPR 02M, manufactured by M/s Metex-Jsc, Moscow with following condition :

"Speed on Platforms and Points & Crossings will be restricted to 10 Kmph."

However, while processing the proposal, **Advisor(safety)** has passed the following remarks :

" The above proposed condition is very restrictive & will impede the movement of machine."

Commision may kindly review the same.

10.2.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy to :
Executive Director/Track-I, RDSO, Lucknow to coordinate with CCRS.



D/C

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

No.2012/CEDO/SD/01 **New Delhi, Dated 03.02.2012**

The General Manager,
Northern Railway,
New Delhi.

Sub : Condonation for infringements to IRSOD for retention of existing lesser vertical clearances at Through Girder Bridge (TGB) no. 232 between Kandrori and Chakki Bank stations at Km. 110/5-6 in connection with Railway Electrification works on Jallandhar Cantt- Pathankot section of Firozpur Division of Norhern Railway.

Ref : Northern Railway's letter no. 519-W/928/Pt.I, dated 17.10.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringements to IRSOD for retention of existing lesser vertical clearances at Through Girder Bridge (TGB) no. 232 between Kandrori and Chakki Bank stations at Km. 110/5-6 in connection with Railway Electrification works on Jallandhar Cantt - Pathankot section of Firozpur Division on Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

03.02.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/01 **New Delhi, Dated 03.02.2012**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू.11014/04/2011-टी.डब्लू. dated 18.01.12.
2. C.R.S./Northern Circle, CRIS Complex, Chanakyapuri, New Delhi-110 021 w.r.t. his letter no. 2010/Q-11(3)Inf/NC/938-940, dated 17.11.11.

03.02.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Ministry of Railways
Railway Board
With Enclosure
3/2/12

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

No. 2011/CEDO/SD/RS/05 New Delhi, dated 02.02.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD for new design Auto car wagon-BCACBM.

Ref : Your office letter no. CT/Contr/BG/MG, dated 08.12.2011.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD for new design Auto car wagon-BCACBM.

The design of above Auto car wagon-BCACBM, infringes :

(i) Clause 2(ii) - Minimum diameter on tread of new carriage or wagon wheel, measeured at 63.5 mm from wheel gauge face by 74 mm (i.e.840mm instead of 914mm)

(ii) Clause 11 - Minimum height above rail level for floor of fully loaded goods vehilcle by 207mm (empty) & 237mm(loaded) (i.e.938mm/908mm instead of 1145mm)

(iii) Clause 14 - Minimum height above rail level for centre buffer & couplers for fully loaded vehilcle by 169mm (empty) & 199mm(loaded) (i.e.861mm/831mm instead of 1030mm)

(iv) Clause 29 - Minimum height above rail level for a width of 760 mm on either side of the centre of unloaded vehicle varies from 40mm at centre of vehicle to 0mm at the width of 760mm on either side of the wagon (i.e.4305mm instead of 4265mm)

(v) Clause 19(b) - maximum length of body or roof for bogie vehicles by 1286 mm (i.e 22626mm instead of 21340mm).

(vi) Clause 20(b) - maximum length over side buffers of bogie vehicles by 1255 mm (i.e 23555mm instead of 22300mm).

of Chapter-IV(A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 as per Annexure-I, drawings & other details accompanying with your above referred letter.

2.2.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SD/RS/05 New Delhi, dated 02.02.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 17012/04/2011-त.वि., dated. 22.12.2011.

(ii) Executive Director/Track-I, RDSO, Lucknow.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) General Manager, All Indian Railways.

(ii) Commissioner of Railway Safety, All circles.

(iii) EDME/Fr., Railway Board, Rail Bhawan, New Delhi.



O/C

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

No.2011/CEDO/SD/23(Duplicate) New Delhi, Dated 02.02.2012

The General Manager,
Central Railway,
CST Mumbai.

Sub : Condonation for infringements for adoption of lesser vertical clearance under overhead structures of IRSOD in the project of 5th & 6th lines between Kurla and Thane on Mumbai Division of Central Railway.

Ref : Central Railway's letter no. MT.W.259.Condonation, dated 16.01.2012.

In continunation to Board's letter of even number, dated 30.12.2011; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for adoption of lesser vertical clearance under light/heavy overhead structures (remaing 24 nos. locations) of IRSOD in the project of 5th & 6th lines between Kurla and Thane on Mumbai Division of Central Railway, as requested in above referred letter.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/23(Duplicate) New Delhi, Dated 02.02.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू 11020/03/2011-त.वि. dated 27.09.11.
2. C.R.S./Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road Mumbai-400 020 w.r.t. his letter no. C-13(200)/2010, dated 27.09.11.
3. EDRE(P), Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय Railways Board 3/2/12

O/C

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

No. 2011/CEDO/SR/10 New Delhi, dated 02.02.2012

The General Manager,
Northern Railway,
New Delhi.

Sub : Running of BG Bogie Covered Wagon type 'BCNAM-I' having axle load of 22.82t (CC+8+2t) over Northern Railway up to a maximum speed of 80/60 kmph in empty/loaded condition..

Ref : Northern Railways' letter no. 519-W/929 Pt.V, dated 20.06.2008.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Covered Wagon type 'BCNAM-I' having axle load of 22.82t (CC+8+2t) upto maximum permissible speed of 80/60 kmph in empty/loaded condition or at sectional speed whichever is less over Northern Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SR/10 New Delhi, dated 02.02.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. वयू. 13011/18/2011-स.वि., dated 25.04.2011.
2. The CRS/ Northern Circle, CRIS Complex, Chanakyapuri, New Delhi-110021 w.r.t. his letter no. Q-15/BCNAM-I/05-06/NC/625-627, dated 11.08.2008.
3. Director General, RDSO, Lucknow for information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow-226011, w.r.t. his letter no. MW/SPD/BG/BCNAM1/22.82 t/PROV, dated 18.03.2008.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) The General Manager, All Indian Railways (except Northern Railway)
(ii) The Commissioner of Railway Safety, All Circles (except Northern Circle)
(iii) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

O/C

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

No. 2011/CEDO/SD/RS/04 New Delhi, dated 02.02.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD for 28-Axle Special wagon for M/s BHEL,Hardwar.

Ref : Your office letter no. CT/DG/CS/SBFW/BHEL, dated 07.12.2011.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD for 28-Axle Special wagon for M/s BHEL, Hardwar.

The design of above 28-Axle Special wagon, infringes :

(i) Clause 17- Maximum distance apart of bogie centres for bogie vehicle by 15159mm (i.e. 30400mm instead of 15241mm

(ii) Clause 19(b) - maximum length of body or roof for bogie vehicles by 29930 mm (i.e 51270mm instead of 21340mm).

(iii) Clause 20(b) - maximum length over side buffers of bogie vehicles by 30240 mm (i.e 52540mm instead of 22300mm).

of Chapter-IV(A) of Indian Railway Schedule of Dimensions (B. G.), Revised, 2004 as per Annexure-I, drawing & other details accompanying above referred letter, with CCRS's stipulation as under :

" Special instructions, for the movement of wagon, may be incorporated in the Speed Certificate to be issued by RDSO."

2.2.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SD/RS/04 New Delhi, dated 02.02.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 17012/05/2011-त.वि., dated. 22.12.2011.

(ii) Executive Director/Track-I, RDSO, Lucknow.

2.2.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी करने तिथि
Date of Issue.....

Copy to :

(i) General Manager, All Indian Railways .

(ii) Commissioner of Railway Safety, All circles.

(iii) EDME/Fr., Railway Board, Rail Bhawan, New Delhi.

O/C

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

No.2011/CEDO/ORI/05 New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of Gauge Converted Line between Shimoga Town (Km. 63.635) and Anandapuram (Km. 119.135) in Mysore Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of Gauge Converted Line between Shimoga Town (Km. 63.635) and Anandapuram (Km. 119.135) in Mysore Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/7/2010/SWR,dated 06.05.2010.

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/05 New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/7/2010/SWR,dated 06.05.2010.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

23.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
Issue with Enclosure
Signature

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

No.2011/CEDO/ORI/06

New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Reopening of new BG single railway line between Hassan (Km. 164.020) and Shravanbelagola (Km. 122.850) on ' ONE TRAIN ONLY SYSTEM' under new BG line project of Bangalore City - Hassan in Mysore Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.GC.374/CN/BNC/HAS-SBG (Re-opening), dated 25.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Reopening of new BG single railway line between Hassan (Km. 164.020) and Shravanbelagola (Km. 122.850) on ' ONE TRAIN ONLY SYSTEM' under new BG line project of Bangalore City - Hassan in Mysore Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/5/2011/SWR,dated 12.09.2011.

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/06

New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/5/2011/SWR,dated 12.09.2011.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore - 560 046.

23.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2010/CEDO/ORI/02 New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of newly laid line forming double line between Hubli Jn. and Hebsur of Hubli Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of newly laid line forming double line between Hubli Jn. and Hebsur of Hubli Division on South Western Railway for Public Carriage of Passengers for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12038/3/07-SWR,dated 22.12.2009.

23.1.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

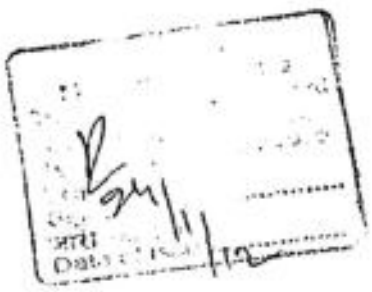
No.2010/CEDO/ORI/02 New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12038/3/07-SWR,dated 22.12.2009.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

23.1.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड



O/C

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

No.2011/CEDO/ORI/01

New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of newly laid line forming double line from Dharwad (Km. 488.035) and Mugad (Km. 503.358) in Hubli Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of newly laid line forming double line from Dharwad (Km. 488.035) and Mugad (Km. 503.358) in Hubli Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12027/5/2009/SWR, dated 19.03.2010.

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/01

New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12027/5/2009/SWR,dated 19.03.2010.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

23.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/ORI/08 New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of new single line between Naganahalli (km 129.700) and Mysore (Km 138.250) as a part of Ramanagaram-Mysore doubling of BG project on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/DL/CN/BNC/MYS-MYA, dated 12.12.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of new single line between Naganahalli (km 129.700) and Mysore (Km 138.250) as a part of Ramanagaram-Mysore doubling of BG project on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/9/2010/SWR, dated 10.11.2010.

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/08 New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/9/2010/SWR,dated 10.11.2010.
3. The Chief Engineer/ Construction/West, South Western Railway, 18 Miller Road, Bangalore - 560 046.

रेल मंत्रालय
Ministry of Railways

23.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/ORI/03 New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of Badami (Km. 67.11) - Bagalkot (93.273) section- Gadag-Bagalkot Gauge Conversion project from MG to BG in Hubli Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of Badami (Km. 67.11) - Bagalkot (93.273) section- Gadag- Bagalkot Gauge Conversion project from MG to BG in Hubli Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/1/2008-SWR,dated 04.09.2008.

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/03 New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/1/2008-SWR,dated 04.09.2008.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

23.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature

O/C

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

No.2011/CEDO/ORI/02 New Delhi, Dated 23.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of Gauge Converted Line between Gadag (Km. 0.00) and Badami (Km. 67.11) in Hubli Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of Gauge Converted Line between Gadag (Km. 0.00) and Badami (Km. 67.11) in Hubli Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/5/2008-SWR,dated 27.11.2008.

23.1.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/02 New Delhi, Dated 23.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/5/2008-SWR,dated 27.11.2008.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

रेल मंत्रालय
Ministry of Railways
Railway Board
23/1/12

23.1.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

0/C

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

No. 2011/CEDO/SR/15/O

New Delhi, Dated 23rd January 2011

The Chief Commissioner Of Railway Safety,
Compound Of The Office Of DRM/NER,
Ashok Marg,
Lucknow - 226001.

Sub : Proposed New Policy Circular No. 7 on the subject - "Opening Of Sections And Sanction Of Sectional Speed On Indian Railways".

References have regularly been received from Railways from time to time and also discussed by GMs/PCEs in various fora that while for increasing speed & length of train, there is clarity in the procedure as mentioned in IR's Policy Circular No. 6; but for increasing the sectional speed on track, there is no clear procedure specified so far on IR.

It has, therefore, been considered appropriate by Railway Board to legislate procedure for certification & sanction of sectional speed at various competent levels, so that real benefit of investment & technological advancement may be utilised on IR system.

Accordingly, with this background, all the existing procedures and instructions on the subjects have been compiled in the form of the enclosed comprehensive draft document : IR's Policy Circular No. 7 : "Opening Of Sections And Sanction Of Sectional Speed On Indian Railways".

While the contents in Para 1 to 16 of this Circular are the operating instructions; the contents of Para 17 to 22 are the compilation of various existing references, taken from The Railways Act, 1989; The Railways (Opening for Public Carriage of Passengers) (Amendment) Rules 2005; Indian Railway Permanent Way Manual; Indian Railways Code For Engineering Department; Indian Railways General Rules and RDSO's C&M-1, Vol.-1 Report.

Such a document is expected to give clarity, direction and methodology for certifying simultaneously the sectional speed (Policy Circular No. 7) as well as speed/length of trains (Policy Circular No. 6), which will result into optimum productivity to IR.

The contents of the Draft Circular have also been examined and consented by Adviser Safety/Railway Board.

You are requested to kindly offer your valuable considered views on the enclosed document; so that it may be finalised and approved by Railway Board accordingly.

संलग्नक / उपरोक्तानुसार

23.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
Phone : 23043403 : Fax : 011-23383379 : MTNL: 09910487302 : CUG Mobile]
e-mail address : edceg@rb.railnet.gov.in

Date of issue 24/1/12

श्री शिवप्रसाद मोदक 24/1/2012
CC RS ऑफिस
एस. टी. ओ
लखनऊ फो. 09559778382

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

No. 2011/CEDO/SR/25 New Delhi, Dated 13.01.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Running of "WDM-3F" class of locomotive upto maximum speed of 105 Kmph over South Central Railway.

Ref : South Central Railway's letter no. W/465/WDM-3F/09, dated 20.09.11.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "WDM-3F" class of locomotive at a maximum speed of 105 Kmph or at sectional speed whichever is less on South Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and South Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

13.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2011/CEDO/SR/25 New Delhi, Dated 13.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू 13011/15/2010-त.वि., dated 30.11.11.
2. The CRS/ South Central Circle, Sarojini Devi Road, Secunderabad - 500 071, w.r.t. his letter no. Q.12013/1/06-SCC/399, dated 28.09.11.
3. Director General, RDSO, Lucknow for information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow-226011, w.r.t. his letters no. SD.WDM3F.11, dated 15.06.10.

13/01/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) The General Managers, All Indian Railways (except South Central Railway)
(ii) The Commissioner of Railway Safety, All Circles (except South Central Circle)
(iii) EDME (Tr.), Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
सिविल शाखा
Civil Wing
16/1/12
Enclosure

O/C

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

No.2011/CEDO/ORI/07 New Delhi, Dated 11.01.2012

The General Manager,
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub : Opening of newly constructed BG line to be worked as down main line, 1.2 KM in length that includes track over newly constructed bridge no. EM-13(DN) over R. Mahananda (0.386 Km) and its approaches from chainage 15.500 KM to 16.7 KM for introduction of double line working in the section between stations Old Malda (OMLF) in Katihar Division of Northeast Frontier Railway and Malda Town (MLDT) in Malda Division of Eastern Railway, for Public Carriage of Passengers.

Ref : N.F. Railway's letter no. W/260/CON/OMLF-MLDT/P-D, dated 01.12.11.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of newly constructed BG line to be worked as down main line, 1.2 KM in length that includes track over newly constructed bridge no. EM-13(DN) over R. Mahananda (0.386 Km) and its approaches from chainage 15.500 KM to 16.7 KM for introduction of double line working in the section between stations Old Malda (OMLF) in Katihar Division of Northeast Frontier Railway and Malda Town (MLDT) in Malda Division of Eastern Railway, for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, N.F. Circle/Kolkata as per his letter no. R.12026/1/2010/1542, dated 21.02.2011.

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

New Delhi, Dated 11.01.2012

No.2011/CEDO/ORI/07

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./N.F.Circle, 14, Strand Road, 12th Floor, Kolkata - 700 001 w.r.t. his letter no. R.12026/1/2010/1542, dated 21.02.2011.
3. The Chief Engineer/Construction-6, Northeast Frontier Railway, Maligaon, Guwahati.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/SD/26 New Delhi, Dated 11.01.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation for vertical infringing 33 KV (02 nos.) and 132 KV (02 nos.) Over Head Power line crossings in connection with Vikarabad-Tandur Railway Eletrification in Secunderabad Division of South Central Railway.

Ref : South Central Railway's letter no. E.61/1/LPI-WADI, dated 14.09.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for vertical infringing 33 KV (02 nos.) and 132 KV (02 nos.) Over Head Power line crossings in connection with Vikarabad-Tandur Railway Eletrification in Secunderabad Division of South Central Railway, as shown in Form-XVII enclosed with above referred letter.

11.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/26 New Delhi, Dated 11.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू 11018/01/2011-त.वि. dated 29.12.11.
2. C.R.S./South Central Circle, Sarojini Devi Road, Secunderabad - 500 071 w.r.t. his letter no. Q.11018/1/11-SCC/437, dated 13.10.11.
3. EDEE(M), Railway Board, New Delhi.

14/1/12

11.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/ORI/04 New Delhi, Dated 11.01.2012

The General Manager,
South Western Railway,
Hubli.

Sub : Opening of Gauge Converted Line between Anandapuram (Km. 118.130) and Talguppa (Km. 159.830) - Shimoga - Talgupta Gauge Conversion project from MG to BG in Mysore Division on South Western Railway for Public Carriage of Passengers.

Ref : South Western Railway's letter no. W.347/CN/P&D/BNC/Compliance, dated 18.11.2011.

With reference to the above referred application, the approval of the Ministry of Railways, Railway Board is hereby communicated for Opening of Gauge Converted Line between Anandapuram (Km. 118.130) and Talguppa (Km. 159.830) - Shimoga - Talgupta Gauge Conversion project from MG to BG in Mysore Division on South Western Railway for Public Carriage of Passengers to the recommendation of Commissioner of Railway Safety, Southern Circle/Bangalore as per his letter no. R.12037/2/2011-SWR/547, dated 25.04.2011.

11.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/ORI/04 New Delhi, Dated 11.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001.
2. C.R.S./Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560 009 w.r.t. his letter no. R.12037/2/2011-SWR/547,dated 25.04.2011.
3. The Chief Engineer/Planning Construction, South Western Railway, 18 Miller Road, Bangalore - 560 046.

12/1/12

11.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2011/CEDO/SD/25

New Delhi, Dated 11.01.2012

The General Manager,
North Central Railway,
Allahabad.

Sub : Condonation for infringements to IRSOD for adoption of lesser track centers in connection with the construction of 3rd line on Aligarh-Ghaziabad section of North Central Railway.

Ref : North Central Railway's letter no. 355-W/Board's Condonation/ALJN-GZB Section/ALD. Div./NCR, dated 23.09.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for adoption of lesser track centers in connection with the construction of 3rd line on Aligarh-Ghaziabad section of North Central Railway, as shown in Form-XVII and drawings enclosed with above referred letter.

11.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/25

New Delhi, Dated 11.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू. 11015/01/2011-त.वि., dated 29.12.11.
2. C.R.S./North Eastern Circle, Hazratganj, Lucknow - 226 001 w.r.t. his letter no. 3494/Part-5/SANC-11, dated 19/20.10.11.

14/1/12

11.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

No.2011/CEDO/SD/27 New Delhi, Dated 11.01.2012

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : Condonation for infringements for adoption of lesser vertical clearance under overhead structures of IRSOD in Mumbai Suburban section of Mumbai Central Division of Western Railway.

Ref : Western Railway's letter no. W 591/23(W3), dated 22.11.2011.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringements for adoption of lesser vertical clearance under light/heavy overhead structures (i.e. 10 nos. ROBs & 08 nos. FOBs) in Mumbai Suburban section of Mumbai Central Division of Western Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

(a) Board showing the restriction and specifying locomotives or stocks not permitted at the entrance to the section.

(b) Board indicating that clearance of 250mm has been adopted should be displayed at such location.

11.01.12

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2011/CEDO/SD/27 New Delhi, Dated 11.01.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. क्यू 11020/02/2011-त.वि. dated 29.12.11.
2. C.R.S./Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road Mumbai-400 020 w.r.t. his letter no. 221/699, dated 24.11.11.
3. EDRE(P), Railway Board, New Delhi.

11.01.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

11/1/12 e/c