Pt. II

GUARD FILE-2012

JUL. - DEC

CEDOBR

F.T.S 56033

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(Railway Board)

-:o:-

शाखा **BRANCH** RE मिसिल सं. **FILE NO.** 2008/RE/161/15 (S&T) Pt. III (loose)

विषय
SUBJECT

S&T works in RE projects.

पिछला संदर्भ
Previous Reference 2008/RE/161/15 (S&T) pt. II.

सम्बन्धित
Connected

1/11/13
SO/RE/E
R. No. 114.

Vide Rule 3 of Chapter 2 of Rules for Opening Railways, the General Manager of a Zonal Railway or the Chief Executive of a non-Government Railway shall refer the matter to the Commissioner for inspection. The definition of 'General Manager' as per Chapter 1 of the same Rules is as under :-

> "In case of a Government Railway, the General Manager of a Zonal Railway appointed under Section 4 and includes the Chief Administrative Officer, the Chief Project Manager or any other officer, not below the rank of Under Secretary to the Government of India, who is the Head of the Department and to whom the powers of the General Manager have been delegated by general or special order under section 28."

Thus, the General Manager, by definition, includes the Railway Administration not below the rank of Under Secretary to the Government of India who is heading the department. As per Manual of Office Procedures, 1993, issued by Railway Board (copy at SN-12), CORE has been placed along with Zonal Railways under the heading 'Field Organisations /Production Units/Metropolitan Transport Projects'. Thus, the officers of CORE are implicitly covered under the definition of General Manager of Zonal Railway for the purpose for applying to Commissioner of Railway Safety.

(ii) The approval of Board Members (ML, MT, ME & CRB) has to be obtained by the Civil Engineering Directorate.

(iii) Preliminary discussions with EDCE(G) held.

May kindly forward the case for approval of Board Members and issue of clarification (draft at SN 11).

14.12.12
EDRE(S&T)
14.12.2012

Adviser (RE) 14/12/2012

EDCE(G) Please connect references and put up on CEDO's file. 14/12
EDCE(G)

ADE/Civil
M. Put up Photo copies retained and case processed through EDCE(B) for issuing of correction slip in IRPWM therefore file is retained herewith. kindly acknowledge. 1.1.13
EDRE(S&T)

Soft Copy

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

सं. 2012/CEDO/SD/IRSOD/O/1 New Delhi, Dated 28.12.2012

Addressed to :
(as per list mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 11** to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the Para-7(a) & 7(b) of Chapter-II ; Station Yards at Page - 12 of Schedule of Dimensions (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 11.

Enclosure : ACS No. 11

29.12.12
(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 (Maharastra)
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.(Safety),Adv.(Project), 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.

O/C ED TRACK-I, RDSO, Manak Nagar, Lucknow

रेल मं. रेलवे
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
31/12/12

Addendum & Corrigendum Slip to (ACS) No. 11
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

Amendment To Para-7(a) & (b) And Note below Para-7(b) Of Chapter-II : Station Yards at Page - 12

In Schedule-I of IRSOD, Revised 2004

"Buildings and Structures :"

7. (a) Minimum horizontal distance of any building/structure on a passenger platform from centre line of track :

(i) From platform level to 305mm above platform level	5180mm increasing uniformly to 5330mm
(ii) From 305mm above platform level to 3430mm above rail level	5330mm
(iii) From 3430mm above rail level to :	
(1) 4115mm above rail level in case of existing works	5330mm decreasing uniformly to 3810mm
(2) 4610mm above rail level in case of new works or alterations to existing works	5330mm decreasing uniformly to 3810mm

Note : (i) For the return end of platform fencing these dimensions may be reduced to 2740mm.

(ii) Isolated structures are covered in Item 8 below.

7. (b) Minimum horizontal distance of any building or longitudinal boundary fence from centre line of track of passenger platform which is not on island platform (for new works or alterations to existing works) :

(i) Minimum	6830 mm
(ii) Recommended	12130 mm

Note :

(a) Item 7(b) (ii) allows for setting back the platform to make room for an additional track in future, without infringing item 7(b)(i).

(b). Item 7(b) should also apply to buildings and isolated structures not readily removable, erected on ground over which it is anticipated that a platform may be extended in future.

(c) Item 7(b)(i) may further be reduced to 5330mm in case of provisions of longitudinal boundary fence at 'D', 'E' and "F category stations; subject to stipulation that if any pucca construction of building/structure is done in future, provisions of Items 7(a) & 7(b) shall be followed.

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

सं. 2012/CEDO/SD/35 New Delhi, Dated 26.12.2012

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

विषय : Condonation of infringement for horizontal clearance between centre line of DN loop line to face of column of FOB at Km 244/123 in Mansa Station Yard on Delhi-Bathinda section of Delhi Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928/ Pt.VII, dated 17.09.2012.

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 horizontal clearance between centre line of DN loop line to face of column of FOB at Km 244/123 in Mansa Station Yard on Delhi-Bathinda section of Delhi Division of Northern Railway, as shown in Form-XVII and drawings accompanying above referred letter with Board's comments as under :

"Proper lighting should be ensured near FOB, where infringements exist."

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

सं. 2012/CEDO/SD/35 New Delhi, Dated 26.12.2012

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. 11014/16/2012-T.W., dated 20.11.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2012/Q-11(3)Inf/ NC/859-861, dated 05.11.2012.
3. ED(Works) and ED(B&S)-II, Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार)
कते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/36 New Delhi, Dated 21.12.2012

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

विषय : Condonation for infringements of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928/ Pt.IV, dated 31.10.2012.

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 of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division on Northern Railway, as shown in Form-XVII & drawings accompanying above referred letter with Board's comments/conditions as under :

1. Proper lighting arrangements shall be made on platform at FOB locations.
2. No vending trolley shall be permitted near FOB at infringement locations on platform.
3. All the existing infringements, as being condoned herein shall be removed within a period of two months and compliance to this effect shall be advised to Board.
4. In future, works which affect passenger safety, shall be executed only after obtaining condonation before hand and not as post facto."

21.12.12

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

सं. 2012/CEDO/SD/36 New Delhi, Dated 21.12.2012

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. 11014/17/2012-T.W., dated 27.11.12.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2012/Q-11(3)Inf/NC/893-895, dated 08.11.12.
3. The General Manager, CORE, 1, Nawab Yusuf Road, Civil Lines, Allahabad-211001.
4. Adviser, Safety and EDRE(P), Railway Board, Rail Bhawan, New Delhi.

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

21/12/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2012/CEDO/SD/RS/10 New Delhi, dated 20.12.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum dimensions of Second Class Non AC EOG LHB Variant Coach (LS2) to IRSOD (BG) Revised, 2004.

संदर्भ : Your office letter no. CT/DHS/3/Coaches, dated 03.12.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum dimensions of Second Class Non AC EOG LHB Variant Coach (LS2) to IRSOD (BG) Revised, 2004.

The design of above Second Class Non AC EOG LHB Variant Coach (LS2) infringes :

(i) Clause 19(b) - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) Clause 20(b) - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

20.12.12

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

No. 2012/CEDO/SD/RS/10 New Delhi, dated 20.12.2012

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. 17011/08/2012-त.वि., dated. 07.12.2012.

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

20.12.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) General Manager, All Indian Railways.

(ii) Commissioner of Railway Safety, All circles.

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

O/C

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

No. 2012/CEDO/SR/11 New Delhi, Dated 14.12.2012

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

विषय : Running of "Broad Gauge Bogie Covered Autocar Wagon type BCACBM" on UP & DN lines of Northern Railway at a maximum permissible speed of 65 kmph in Empty and Loaded condition.

संदर्भ : Your office letter no. 519-W/1009, dated 21.09.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Covered Autocar Wagon type BCACBM" at a maximum permissible speed of 65 kmph in Empty and 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.

14.12.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SR/11 New Delhi, Dated 14.12.2012

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 17013/03/2012- टी.डब्लू. dated 08.11.2012
(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.

14.12.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित/बिना जारी
Issued with/without Enclosure
हस्ताक्षर
Signature.....
जारी करने की तिथि
Date of Issue.....

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

No. 92/CEDO/SR/4/O/Pt.I

New Delhi, dated 13.12.2012

The Chief Commissioner of Railway Safety,
Compound of office of DRM/NER,
Ashok Marg, Lucknow-226 001.

Sub : Correction Slip to Para 6.1 (a) & (b) of Revised Policy Circular No. 6 for sanction of speed of nominated trains on specified routes.

Ref : (i) Railway Board's letter of even number, dated 21.04.2011
(ii) Your office letter no. Q.21011/01/1994-TW, dated 27.01.11.

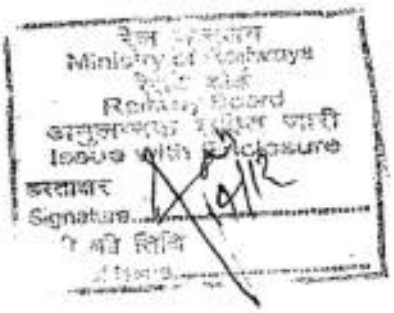
Vide letter referred at (i) above (copy enclosed), Commission was requested for considered views on the comments of Safety Directorate of Railway Board.

Since no feedback has been received so far, it is requested that the reply may kindly be expedited.

DA: as above

13.12.12

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



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

No. 92/CEDO/SR/4/O/Pt.I

New Delhi, dated 21.04.2011

The Chief Commissioner of Railway Safety,
Compound of office of DRM/NER,
Ashok Marg, Lucknow-226 001.

Sub : Correction Slip to Para 6.1 (a) & (b) of Revised Policy Circular No. 6 for sanction of speed of nominated trains on specified routes.

Ref : (i) Railway Board's letter of even number, dated 21.12.10
(ii) Your office letter no. Q.21011/01/1994-TW, dated 27.01.11.

In responce to your above cited letter, Safety Directorate of Railway Board has offered comments as under :

"1. The Guard is required to display a tail lamp/tail board of approved design on the last vehicle of the train, whether it is an Inspection Carriage or a VP or any other vehicle, to indicate to the staff that the train is complete as stipulated under GR 4.16.

2. The guard of the train is required to affix his tail lamp/tail board on the last vehicle of the train in all cases, whether inbuilt fixed tail light is additionally provided on the last vehicle of the train or not. Moreover, it is not essential to provide side lights on the last vehicle of the train.

3. The Guard has to conduct continuity test as per prescribed procedure, whether the last vehicle of the train is an Inspection Carriage or a VP or any other vehicle. Procedure for continuity check when brake van is not the last vehicle has been prescribed and in vogue (stipulated under Note 1 to SR 4.32(^)(B) of G&SR of Western Railway.

4. Similarly, clearance of fouling mark has to be ensured by Guard whether last vehicle of the train is an Inspection Carriage or a VP or any other vehicle. Moreover, trains with 24+1 coaches are permitted on trunk routes where BPACs have been provided. At stations provided with BPAC (Block Proving Axle Counter), clearance of block section and fouling mark is ensured by BPAC vide GR 14.10(4).

Thus, it is apparent that no additional duties devolve on to the Guard if 25th coach is a VP vis-à-vis an Inspection Carriage. The Safety has to be ensured by the Guard in both the cases by following similar procedure. From the safety point of view, it is immaterial whwther 25th coach is a VP or an Inspection Carriage."

In view of above, you are requested to kindly offer your considered views on the above, so that final decision may taken by Railway Board.

21.4.11

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

DA: as above

SM-51

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

No. 2011/CEDO/SD/IRSOD/ELECT/02 New Delhi, dated 10.12.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Observations of Railway Board on letter of RDSO for ACS 10 to IRSOD 2004.

Ref : RDSO's letter no. CT/SD/REV/BG/MG, dated 06.12.2012.

The items mentioned in the letter under reference have been examined in Board and the following observations are made :

1.1 Amendment to Para 11 of Chapter II of IRSOD - The suggested modification to Note (c) under Para 11(A) and inclusion of Note (d) may be sent to Board in consultation with TI & Signal Directorates of RDSO.

1.2 The calculation for dimensions of 5270mm and 5070mm are as enclosed at Annexure I. It may be examined and commented, if so required.

2.0 Para 10 of Chapter I - Same observations as mentioned at 1.2 above.

3.1 Para 11 of Chapter I - For the existing power line crossings in the electrified territory, the clearances are to be observed between highest traction conductor and lowest transmission line crossing conductor. This dimension is already covered in Col.5 of Para 11(i) of the ACS 10 at page 2. Therefore, further dimensions or clearances are not required.

3.2 Para 11(iv) of Chapter I - The stipulations as per ACS 10 are quite clear and they are w.r.t. height of structure (H). Therefore, no separate dimensions are needed.

4.0 Specific comments, if any and suggestions to improve upon may be advised in consultation with TI & Signal Directorates of RDSO for consideration in

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड Railway Board अनुलग्नक सहित जारी Issue with Enclosure हस्ताक्षर Signature जारी की तिथि Date of Issue 11/12/12

10.12.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

Annexure -

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**

FTS- 133692/2012

No.2011/CEDO/SD/17/O/Pt.

Sub : Preparation and finalisation of document for 'Standard Schedule Of Dimensions (SSOD) for DFCs'.

The nominated Committee of EDCE/G, ED/Track-I/RDSO, EDCE/P, EDME/Fr, EDTT/S and Director/ Infrastructure/DFFCIL had finalised the "Document on 'Standard Schedule Of Dimensions' (SSOD) for Dedicated Freight Corridors on Indian Railways" and it was sent to MM for approval on 19.10.2012.

Even after 1¾ months, the file (FTS no. 34278) is not returned back, due to which Board's approval on the document is getting delayed.

Submitted for kind perusal and instruction to the concerned Directorates please.

EDCEG 10.12.12
10.12.2012

- ~~AM/CE~~ 10/12/12
- MM
- ME
- CRB

10/12

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

No. 2012/CEDO/SD/36

New Delhi, dated 01.12.2012

The General Manager,
Northern Railway,
New Delhi.

The General Manager,
Central Organisation for Railway electrification
1, Nawab Yusuf Road , Civil Lines
Allahabad-211001

Sub : Condonation for infringements of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division of Northern Railway.

Ref : CCRS's office letters no. क्यू11014/17/2012-टी.डब्लू. dated 27.11.2012

Vide letter referred above, Commission has forwarded Northern Railway's letter no. 519-W/928 Pt.IV, dated 31.10.2012 for Board's condonation of infringements of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division of Northern Railway with following condition :

"(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 platform."

However, while processing the proposal, it has been desired that :

"Necessary instructions may be issued to implement the conditions as specified by CCRS and then only Railway Board may be approached for condonation, as per application."

May kindly take necessary action accordingly.

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

Copy forwarded for information to EDRE (P), Railway Board, New Delhi.

Text from Hindi Copy

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

सं. 2012/CEDO/SR/10 New Delhi, Dated 01.12.2012

The General Manager,
East Central Railway,
Hajipur.

विषय : **Running of Ballast Regulating Machine - Model No. SPZ 210K, manufactured by M/s Gemac Engineering Machinery Company Ltd., China over East Central Railway.**

संदर्भ : **E.C. Railway's letter no. ECR/ENG/BRM/552, dated 06.09.12.**

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Ballast Regulating Machine - Model No. SPZ 210K, manufactured by M/s Gemac Engineering Machinery Company Ltd., China upto a maximum speed of 50 kmph when running on its own power as well as in train formation or sectional speed whichever is less over East Central Railway, subject to terms and conditions as given in RDSO's Final Speed Certificate and East Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

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

सं. 2012/CEDO/SR/10 New Delhi, Dated 01.12.2012

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.15013/01/2012-T.W., dated. 19.10.2012.
2. General Manager, All Indian Railways (except East Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. ED/Track Machines, Railway Board, New Delhi.

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
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

सं. 2012/CEDO/SR/09

New Delhi, Dated 01.12.2012

The General Manager,
South Central Railway,
Secunderabad.

विषय : Running of "Broad Gauge Bogie Covered Fly Ash/Cement Wagon Type BCFC" having maximum axle load of 22.32t (CC+6+2t) to RDSO Drg. no. WD-0754-S-02 Alt.-1, upto maximum speed of 65kmph & 60kmph in empty and loaded conditions respectively, provisionally over South Central Railway.

संदर्भ : S.C. Railway's letter no. W.438/BCBFG/Vol.I, dated 13.07.2012.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Covered Fly Ash/Cement Wagon Type BCFC" having maximum axle load of 22.32t (CC+6+2t) to RDSO Drg. no. WD-0754-S-02 Alt.-1, upto maximum speed of 65kmph & 60kmph in empty and loaded conditions respectively or at sectional speed, whichever is less; provisionally over South Central Railway, subject to terms and conditions as given in RDSO's Provisional Speed Certificate and South Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments as under :

"Report should be sent to CCRS after one year of its (BCFC wagon) operation on Railway."

1/12/12

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

सं. 2012/CEDO/SR/09

New Delhi, Dated 01.12.2012

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.18011/01/2012-TW, dated 21.07.11.
2. General Manager, All Indian Railways (except South Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Freight, Railway Board, New Delhi.

O/C

रेल पंचालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
Signature
की तिथि
Issue...

1/12/12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/34 New Delhi, Dated 01.12.2012

The General Manager,
South Central Railway,
Secunderabad.

विषय : Condonation of infringement for proposed escalator adjacent to existing FOB on platform no. 5 & 6 at Hyderabad station in Hyderabad - Hussain Sagar Jn. section of Secunderabad Division on South Central Railway.

संदर्भ : South Central Railway's letter no. W.351/C/Genl/Vol.II, dated 08.08.2012.

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 infringement for proposed escalator adjacent to existing FOB on platform no. 5 & 6 at Hyderabad station in Hyderabad - Hussain Sagar Jn. Section of Secunderabad Division on South Central Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

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

सं. 2012/CEDO/SD/34 New Delhi, Dated 01.12.2012

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. 11018/01/2012-T.W., dated 31.10.2012
2. The Commissioner of Railway Safety, South Central Circle, Sarojini Devi Road, Secunderabad - 500 071 w.r.t. letter no. Q.11018/3/11-SCC dated 27.02.2012.
3. ED/L&A-III, Railway Board, New Delhi.

Ministry of Railways
Railway Board
Issue with Enclosu...
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

SN/31

No.2011/CEDO/SD/16/O

Sub : Report of the EDs' Committee for Container Operation on Indian Railways.

Ref : AM/Planning's reference no. 2012/PL/24/RS/1, dated 05/11/2.

In above reference, a copy of the report, as finalised by the EDs' Committee, nominated by Board (MT, MM & ME) for addressing the issues related to container operation on Indian Railways, is enclosed herewith for information and necessary action please.

Enclosure / As above

27.11.12

EDCE(G)
27/11/12

AM/Planning

3/12/12

तार : चीफकाम
Telegram : Chiefcom
e-mail : chiefcom@rediffmail.com



फोन/Ph. : 0522-2233087 (P&
0522-2233108 (P&
N.E.Rly. 31-140, 31-156
N.Rly. 23-290
टेली फैक्स/Tele Fax-0522-2233
0522-2233

भारत सरकार

नागर विमानन मंत्रालय

रेल संरक्षा आयोग

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ-226 0
Ashok Marg, Lucknow - 226

संख्या–एम.15014/01/2012–त.वि. दिनांकः 22.11.2012

सेवा में,
सचिव (सिविल इंजी.),
रेल मंत्रालय (रेलवे बोर्ड),
रेल भवन,
नई दिल्ली ।

[ध्यानार्थ EDCE(G)]

In connection with a case refered by CRS which deals with running of higher axle load wagon BOXNMI (CC+6+2t), this office requires letter No. 2012/CEDO/SR/04 dated 17.05.2012 , issued by the Railway Board.

It is requested to give the above letter to the bearer of this letter.

22-11-2012

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)
कृते मुख्य आयुक्त रेल संरक्षा

23-11-2012

FTS-44845

POLICY.

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(Railway Board)

शाखा BRANCH C.E.D.O

मिसिल सं. FILE NO. 70/WDO/ORI/RO/1, Vol. II

विषय
SUBJECT

RULES FOR OPENING OF RAILWAYS.

पिछला संदर्भ
Previous Reference

EDRE/SRT

24/11

सम्बन्धित
Connected

O/C

FTS – 127210/2012

No.2011/CEDO/SD/17/O/Pt.
(FTS no. 34278)

Sub : Preparation and finalisation of document for 'Standard Schedule Of Dimensions (SSOD) for DFCs'.

Board (ME, MT, MM & CRB) had approved Committee of EDCE/G, ED/Track-I/RDSO, EDCE/P, EDME/Fr, EDTT/S and Director/ Infrastructure/DFFCIL for finalisation of 'Standard Schedule Of Dimensions (SSOD) for Dedicated Freight Corridors on Indian Railways'.

The nominated Committee had finalised the "Document on SSOD for DFCs" and it was sent to MM for approval on 19.10.2012.

Even after one month, the file is not returned back, due to which Board's approval on the document is getting delayed.

Submitted for kind perusal and instruction to the concerned Directorates please.

20/11/12

TA/EDCE(G)
20.11.2012

- EDCE(G) 21/11/12
- AM/CE 26/11/12
- MM

No. 92/CEDO/SR/4/O/Pt.I

Sub : Revision of Policy Circular No. 6

Kindly refer to undersigned note, dated 13.09.2012, wherein you were requested to sent suggestions, if any for improving & revising the Policy Circular No. 6 .

Till date no feedback has been received from your Directorate. Kindly expedite and send the same (in juxtaposition with justification) by 23.11.2012. Further, a meeting will be held on 26.11.2012 on the above subject at 11.00 hrs in Room no. 127, so that it could be processed for Board's approval.

May kindly direct the concerned ED to attend the meeting to present their items. Soft copy of circular is available on website: www.indianrailways.gov.in.

20-11-12

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

AM/Electrical	(FTS-1127352/1)
AM/Mechanical	(FTS-1127352/2)
AM/Signal	(FTS-1127352/3)
AM/Tele	(FTS-1127352/4)
Adv./Safety	(FTS-1127352)
EDCE/P	(FTS-1127352/5)

Copy to :

- Sr. PPS to ME, MM, MT and ML for kind information of ME, MM, MT and ML please.
- DG/RDSO, Lucknow, w.r.t. Board's letter no. 92/CEDO/SR/4/O/Pt.I, dated 17.09.2012 for kind information and necessary action please.

21/11/12

FTS - 127210/2012

No.2011/CEDO/SD/17/0/Pt.
(FTS no. 34278)

Sub : Preparation and finalisation of document for 'Standard Schedule Of Dimensions (SSOD) for DFCs'.

Board (ME, MT, MM & CRB) had approved Committee of EDCE/G, ED/Track-I/RDSO, EDCE/P, EDME/Fr, EDTT/S and Director/ Infrastructure/DFFCIL for finalisation of 'Standard Schedule Of Dimensions (SSOD) for Dedicated Freight Corridors on Indian Railways'.

The nominated Committee had finalised the "Document on SSOD for DFCs" and it was sent to MM for approval on 19.10.2012.

Even after one month, the file is not returned back, due to which Board's approval on the document is getting delayed.

Submitted for kind perusal and instruction to the concerned Directorates please.

20/11/12

TA/EDCE(G)
20.11.2012

- EDCE(G) 21/11/12 EDCE(G)
- AM/CE 20/11/12
- MM

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

Sub : Minutes of the meeting, held on 9th November, 2012 in Railway Board for possible raising of passenger platform height in Mumbai Suburban section.

The following officers attended the meeting :

(i)	Shri Anirudh Jain	Pr.CE/Western Railway
(ii)	Shri Alok Kumar	EDCE(G)/Railway Board
(iii)	Shri S.K. Pandey	ED/Track-I, RDSO
(iv)	Shri Indrajeet Singh	ED/Carriage, RDSO

1. It was in reference to Western Railway's letter, dated 22.02.12, in which raising of passenger platforms in suburban sections for facilitating passengers was requested. PCE/WR briefed about the problem of difference in floor level of EMU rakes and platform height because of which passengers are facing problems and a number of complaints are being received. WR have accordingly requested that a suitable and viable technical solution to the problem be found.

2. RDSO conducted detailed field trials on EMU coaches over suburban section of Western Railway to study the clearances between bottom of sole bar of coach and top of platform. A detailed report no. RDSO/TG/MT-1192 F, dated 23.07.12, was issued and sent to Board vide RDSO's letter no. CT/SD/Revi/BG/MG, dated 30.07.12.

3. All the documents, alongwith trial reports, were considered by Board and it was decided vide letter no. 2012/CEDO/SD/RS/06, dated 11.10.2012 that height of passenger platform should not be increased by Western Railway and provisions of IRSOD 2004 should be followed. It was further mentioned that Railway shall make good the deficiency in platform height w.r.t. 840 mm, wherever existing for convenience to the passengers.

4. All these documents alongwith relevant drawings of EMU coach and provisions of IRSOD 2004 were further deliberated by the officers during the meeting.

5. (i) While introducing the AC/DC EMU MRVC Coach on IR system, RDSO had applied in 2006 for Railway Board's condonation for lower floor level of 1127 mm in static & loaded condition from rail level against the provision of minimum 1200 mm of IRSOD 2004. This dimension of 1127 mm was duly condoned by Railway Board vide letter no. 2006/CEDO/SR/15, dated 01.03.07.

(ii) As per drawing enclosed with the condonation application of RDSO, the following dimensions are worth consideration -

- Floor height of MRVC coach in loaded & static condition – 1127 mm
- Bottom of sole bar in loaded & static condition – 1048 mm
- Platform height as per IRSOD 2004 – 840 mm
- Difference between bottom of sole bar and top of platform – 208 mm

(iii) From the above, it is clear that there will be gap of 208 mm between bottom of sole bar and 840 mm high passenger platform in static & loaded condition of the coach.

(iv) Considering the following factors & further requirements in running condition of the coach -

- Defects in Coach (broken/home condition of axle box (primary) springs, camber loss of sole bar, flatness of wheel etc. - 75 mm
- Defects in Track due to sinking, bad joints etc. - 50 mm
- Kinematic requirement for moving condition of loaded coach - 100 mm

total requirement works out to 225 mm and, therefore, the available margin of 208 mm, as mentioned above is not desirable to be reduced.

(v) It was further deliberated that such a scenario will arise only when all worst situations are added up, the probability of which is quite minimal.

6. (i) As mentioned in Para 2 above, actual running trials of the loaded EMU coaches were conducted by RDSO on suburban sections of Western Railway and with the exception of the following further requirements, the margin of minimum 148 mm was recorded between 840 mm high platform top and bottom of sole bar at speed of 60/70 kmph :

- Axle box primary springs were not broken/home conditioned : 30 mm
- Maximum camber loss of sole bar not created : 15 mm
- Sinking of track not done : 50 mm

(ii) Thus, the margin left between platform top and bottom of sole bar in running condition and with all the defects in the rolling stock and track will be (148 mm - 95 mm) = 53 mm.

(iii) It was further debated by ED/Track-I/RDSO whether this small margin of 53 mm should be used for raising the height of platform or these should be considered as further safety requirements for other unforeseen factors.

7. In this way, theoretical projections have been well validated by the field trials. Therefore, considering both theoretical and practical aspects in analysis, as detailed above, it was viewed that Carriage Directorate of RDSO shall have detailed analysis done through simulation on software as under -

(i) All the factors contributing to lowering of floor level shall be quantified to arrive at the amount by which the floor level and the bottom of the sole bar can go down. This will give an idea as to which of these factors can be controlled, so as to ensure that even in worse conditions the bottom of sole bar will have a minimum pre-determined height above rail level.

(ii) Considering that a clear margin of 50mm to 60mm below the bottom of sole bar, as worked out above will be saved, the level of top of platform above rail level can be calculated.

(iii) This will also help in specifying the special precautions that will have to be taken during routine maintenance of rolling stock as well as track in case raising of platform is permitted.

8. PCE/WR further mentioned that there are platforms existing on Mumbai Suburban system where height is in the range of 900mm to 960mm above rail level. No cases of hitting or grazing have been reported at these platforms. So, it appears safe to consider increase in height of platform upto 920mm above rail level.

9. RDSO should, therefore, submit the above analysis, as mentioned in Para-7 above; so that a conscious decision may be taken by Board for utilizing the available margin of about 50mm to 60mm in raising the height of passenger platform, exclusively used by suburban rolling stocks with the proviso that maintenance standards & schedules for rolling stocks & track shall be more restrictive, wherever found feasible. These relaxations, if considered okay, can be permitted as condonation to IRSOD provisions as per existing procedures & practices.

10. RDSO and Western Railway will specifically mention the conditions under which such condonation may be permitted by Board, specifying exclusively for maintenance of rolling stocks and track under such circumstances.

(2007/CEDO/SD/IRSOD/O, dated 19.11.2012)

19.11.12

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

Distribution for kind information and necessary action to :

- GM/Western Railway, Mumbai and DG/RDSO, Lucknow.
- Pr.CE, Western Railway, Mumbai.
- ED/Track-I, ED/Carriage and ED/Wagon, RDSO, Lucknow.
- Adv.(Safety), EDME/Coaching and EDME(Freight), Railway Board.



O/C

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

No.2012/CEDO/SD/IRSOD/O/3 New Delhi, Dated 16.11.2012

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub: Proposed modifications in IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Ref : Your office letter no. CT/SD/Rev./BG/MG, dated 17/23.08.2011.

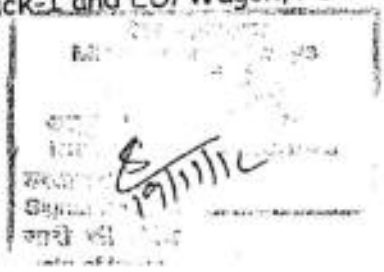
Vide letter referred above, RDSO proposed ACS to IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Accordingly, a meeting in Railway Board was held on 08.10.2012 on the above mentioned subject, attended by Director/Track-II and Director/WD of RDSO.

Even after one month no feedback has been received from RDSO. Therefore, it is desired by Board that ED/Track-I and ED/Wagon may be directed to attend Board's office with complete details on the above mentioned subject on 21.11.2012 at 11.00 hrs. in Room no. 127, if the document is not finalised in RDSO by then.

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

Copy to ED/Track-I and ED/Wagon, RDSO, Lucknow for information & necessary action.



O/C

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

No.2012/CEDO/SD/IRSOD/O/3 New Delhi, Dated 15.11.2012

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Ref : Your office letter no. CT/SD/Rev./BG/MG, dated 17/23.08.2011.

Vide letter referred above, RDSO proposed ACS to IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Accordingly, a meeting in Railway Board was held on 08.10.2012 on the above mentioned subject, attended by Director/Track-II and Director/WD of RDSO.

Even after one month no feedback has been received from RDSO. You may, kindly expedite the issue.

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

Copy to ED/Track-I, RDSO, Lucknow for information & necessary action.

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

New Delhi, Dated 12.11.2012

सं. 2012/CEDO/SD/18

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation for grade infringement near Shoranur bye-pass Cabins A & B and lesser track spacing between lines 7 & 8 in proposed yard arrangements at Shoranur yard in connection with Doubling of track between Shoranur and Mangalore Central stations in Palakkad Division of Southern Railway.

संदर्भ : Southern Railway's letter no. W.573/J/14/Vol.IV, dated 27.06.2012.

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 to condonation for grade infringement near Shoranur bye-pass Cabins A & B and lesser track spacing between roads 7 & 8 in proposed yard arrangements at Shoranur yard in connection with Doubling of track between Shoranur and Mangalore Central stations in Palakkad Division of Southern Railway, as shown in Form-XVII & drawings enclosed with above referred letter and with the Board's comments as under :

"Detailed drawings for foundation and mounting of Starter Signals between roads 7 & 8 with track spacing of 4.85 metres in Shoranur Yard shall be approved by CSTE."

12.11.12

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

New Delhi, Dated 12.11.2012

सं. 2012/CEDO/SD/18

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. 11017/03/2012-T.W., dated 13.8.12.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangalore - 560009 w.r.t. his letter no. Q.11017/1/2011-12/SR/670-71, dated 12.7.12.
3. ED/Works and Adviser/Signal, Railway Board, Rail Bhawan, New Delhi.

12.11.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड



O/C

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

सं. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 08.11.2012

Addressed to :
(As per List mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 10 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 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 10 :

Amendment I	Para 10 of Chapter-I : General, Schedule-I (Page 6 & 7/IRSOD)
Amendment II	Para 11(i) & 11(iv) of Chapter-I : General, Schedule-I (Page 7 & 8/IRSOD)
Amendment III	Note To Para 13 of Chapter-I : General, Schedule-I (Page 8/IRSOD)
Amendment IV	Notes To Para 10 & 11 of Chapter-II : Station Yards, Schedule-I at page (Page 14/IRSOD)
Amendment V	Para 2 & 4 of Chapter-V-A : Electric Traction, Schedule-I (Page 27 & 28/IRSOD)
Amendment VI	Para 2 & 4 of Appendix 'A' of Chapter-V-A : Electric Traction, Schedule-I (Page 38/IRSOD)
Amendment VII	New Para 12 has been added in Schedule-II (Page 32/IRSOD)

Enclosure : ACS No. 10

08.11.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलव 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 (Maharastre)
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(Safety), Adv.(Project), 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.

Addendum & Corrigendum Slip (ACS) No. 10
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

I. Amendment To Para-10 Of Chapter-I : General

(At Page - 6 & 7 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 7)

In Schedule-I of IRSOD, Revised 2004

Para 10 shall be read as under :

10. Height of Road Over Bridges and Foot Over Bridges :

(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 :

(i) Light Overhead Structures, such as Foot Over Bridges : 6250 mm

(ii) Heavy Overhead Structures, such as Road Over Bridges : 5870 mm

Note :

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

(b) 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.

(c) In case of restricted height of existing over head structure, a special study shall be made, as indicated in Appendix-A to Chapter V-A, which will be accepted by the concerned Electrical Inspector of the Railways, before 25 kV A.C. traction is introduced. However, height of FOB & ROB shall not be less than 5270mm & 5070mm respectively. OHE arrangements shall be as per RDSO Drawings.

(d) 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 40 m 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 520 m from the nearest face of the bridge, the height of such overhead structure shall be 6250mm*.

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

(f) 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. Amendment To Para-11 Of Chapter-I : General

(At Page - 7 & 8 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 7)

In Schedule-I of IRSOD, Revised 2004

Para 11 shall be read as under :

11. Clearance For Power Line Crossings Including Telephone Line Crossings Of Railway Tracks -

Para-11(i) Clearances for Power Line Crossings in Non-Electrified & Electrified Territory :

SL	Over Head Crossing Voltage	Minimum Clearances From Rail Level		Minimum Clearance Between Highest Traction Conductor And Lowest Transmission Line Crossing Conductor
		Existing Power Line Crossing For Non - Electrified Territory	New Power Line Crossing Or Crossing Planned For Alteration	
(1)	(2)	(3)	(4)	(5)
1.	Upto and including 11 kV	Normally By Underground Cable		
2.	Above 11 kV & upto 33 kV	10860 mm	14660 mm	2440 mm
3.	Above 33 kV & upto 66 kV	11160 mm	14960 mm	2440 mm
4.	Above 66 kV & upto 132 kV	11760 mm	15560 mm	3050 mm
5.	Above 132 kV & upto 220 kV	12660 mm	16460 mm	4580 mm
6.	Above 220 kV & upto 400 kV	14460 mm	18260 mm	5490 mm
7.	Above 400 kV & upto 500 kV	15360 mm	19160 mm	7940 mm
8.	Above 500 kV & upto 800 kV	18060 mm	21860 mm	7940 mm

Note :

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

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

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

(iv) For new electrification works, existing crossings can continue, if dimensions are as per Column (5) above.

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 (all structures shall be rigid and well founded), carrying electrical conductors crossing a railway shall be :

(i) For new structure : (H + 6) metre

(ii) For existing structure : (H) metre

(where, 'H' is the height of post/structure from nearest ground level)

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, shall be considered to be a "rigid well founded post/structure".

III. Amendment To Para-13 Of Chapter-I : General

(At Page - 8 Of IRSOD 2004)

In Schedule-I of IRSOD, Revised 2004

Tunnels, Through Girder Bridges and Semi-Through Girder Bridges :
((See Diagram No. 1A; 1-A (Modified))

13. (i) Minimum distance at centre to centre of track -
    (a) For existing lines 4495mm
    (b) For new works and alterations to existing works 4725mm

(ii) Minimum horizontal distance from centre of track to any structure shall be as follows :

	Height Above Rail Level	Horizontal Distance From Centre Of Track
(a)	From 0.0 mm to 305 mm	1905 mm
(b)	From 305 mm to 1065 mm	1905 mm increasing to 2360 mm
(c)	From 1065 mm to 3355 mm	2360 mm
(d)	From 3355 mm to 4420 mm	2360 mm decreasing to 2135 mm
(e)	From 4420 mm to 5870 mm	2135 mm decreasing to 915 mm

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

Note :

(i) Where electric traction is not likely to be used, over-head bracing of bridges may be 5030mm above rail level for a distance of 1370mm on either side of the centre of track.

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

(iii) See Appendix for extra clearances required on curves.

(iv) Where D.C. traction is in use, Para 13(ii)(e) above shall be as under :

From 4420 mm to 5410 mm — 2135 mm decreasing to 915 mm

(v) Tunnels, through girder and semi through girder bridges outside station yards should be treated as heavy overhead structures such as ROB for electrification works and the same dimensions as mentioned in note (c) at Para 10 above shall be applicable and OHE arrangement shall be as per RDSO Drawings.

IV. Amendment To Para-10 & 11 Of Chapter-II : Station Yards

(At Page - 14 Of IRSOD 2004)

In Schedule-I of IRSOD, Revised 2004

10. Height of Over Head Structures -

Minimum height above rail level for a width of 1600mm on either side of centre of track, of a signal gantry or a foot over bridge in a passenger station : 6250 mm

Note :

(i) Where D.C. traction is in use or is likely to be used, this minimum height shall be 5410mm.

(ii) On secondary lines, where electric traction is not likely to be introduced, this minimum height shall be 4875mm. This also applies to overhead piping arrangements parallel to track wherever provided, which shall necessarily be changed over to the ground hydrants, when the section is electrified.

(iii) However, for existing overhead structures, dimensions given in Note (c) of Para 10 of Chapter-I, Schedule-I : General shall be applicable.

(iv) Tunnel, through girder bridge and semi-through girder bridge in station yards shall be treated as heavy overhead structures, such as ROB for electrification works and the same dimensions as mentioned in Note (c) of Para 10 of Schedule-I, Chapter - I : General shall be applicable.

11. Minimum horizontal distance from centre of track to any structure :

(A) For Existing Works :

(i)	From rail level to 305mm above rail level	1675mm
(ii)	From 305mm to 3355mm above rail level	2135mm
(iii)	From 3355mm to 4115mm above rail level	2135mm decreasing to 1980mm
(iv)	From 4115mm to 6250mm above rail level	1600mm
(v)	Below the rail level and upto formation level of the track on straight and curves up to radius of 875m	2575mm
(vi)	Below the rail level and upto the formation level of the track on curves with radius less than 875m	2725mm

Note :

(a) See Appendix for extra clearances required on curves

(b) On lines other than main lines or existing main lines where electric traction is not likely to be introduced, the horizontal distance of 1375mm from 4115mm to 6100mm above rail level may be allowed to continue.

(c) The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards. Various fixtures which are attached to track, e.g. lock bar, point machine, traction bonds, point and signal rodding etc. and are required to be fitted with the rail can be provided and the clearance, as mentioned in item 11(v) and 11(vi) above shall not be applicable to these items and also to OHE Masts/Uprights and New Signal Posts for electrification in the existing yards.

(d) Item 11(v) & 11(vi) above shall not be applicable in case of bridges.

(B) For New Works or Alteration to Existing Works :

(i)	From rail level to 305mm above rail level	1905mm
(ii)	From 305mm to 1065mm above rail level	1905mm increasing to 2360mm
(iii)	From 1065mm to 3735mm above rail level	2360mm
(iv)	From 3735mm to 4420mm above rail level	2360mm decreasing to 2135mm
(v)	From 4420mm to 4610mm above rail level	2135mm decreasing to 1980mm
(vi)	From 4610mm to 6250mm above rail level	1600mm

Note : See Appendix for extra clearances required on curves.

V. Amendment To Para-2 & 4 Of Chapter-V.A : Electric Traction (25 kV AC 50 Cycles)

(At Page - 27 & 28 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 7)

In Schedule-I of IRSOD, Revised 2004

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

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	:	250 mm
(ii)	Short duration	:	200 mm

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 shall be provided to indicate the level of track to be maintained.

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

2. Minimum height from rail level to the underside of contact wire :

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

Note :

(a) In cases where it is proposed to allow locomotives or rolling stocks not higher than 4.42m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.69 metre.

(b) In cases, where it is proposed to allow only locomotive or rolling stocks not higher than 4.27m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.54 metre. A board showing this restriction and specifying "locomotives or stocks not permitted to ply on such section", shall be exhibited at the entrance to the same.

(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 15kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50mm.

(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	:	200 mm
(ii)	On curves	:	300 mm

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

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

4. (i) Maximum width of Pantograph Collector : 1800 mm

(ii) When DC traction is converted to 25 kV AC traction, width of Pantograph Collector (subject to it being within the approved MMD) : 2030 mm

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

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.

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

VI. Amendment To APPENDIX 'A' TO CHAPTER V-A :

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

(At Page - 38 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 7)

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

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

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

(a) Particulars of the structure including profile
(b) Allowance for slewing of track
(c) Allowance for low joints in tracks
(d) Radius of curvature of track under the structure

(e) Super-elevation of track under the structure
(f) Maximum permissible speed under the structure
(g) Maximum dimensions of over-dimensional consignments which are permissible and safety measures which would be taken for movement of over-dimensional consignments
(h) Location of the structure in relation to level crossings, water columns and turnouts in the vicinity
(i) 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

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

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	:	4.42 m
(ii)	Minimum clearances to contact wire	:	0.25 m
(iii)	Allowance for track maintenance	:	0.02 m
(iv)	Minimum height of contact wire (Total)	:	4.69 m

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 15 kmph (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.

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

VII. Amendment To Schedule-II

(At Page - 32 Of IRSOD 2004)

New Para 12 has been added.

12. Minimum height from rail level to the underside of contact wire :

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

Note :

(a) In cases where it is proposed to allow locomotives or rolling stocks not higher than 4.42m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.69 metre.

(b) In cases, where it is proposed to allow only locomotive or rolling stocks not higher than 4.27m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.54 metre. A board showing this restriction and specifying "locomotives or stocks not permitted to ply on such section", shall be exhibited at the entrance to the same.

(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 15kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50mm.

(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.

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

No.2007/CEDO/SD/IRSOD/O

New Delhi, Dated 02.11.2012

The General Manager,
Western Railway,
Mumbai.

The Director General
RDSO, Manak Nagar,
Lucknow.

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

Ref : W.Rly's letter no. W447/12/3/8(Plan)W4, dated 23.10.2012.

Vide letter referred above, Western Railway has once again requested to consider the matters related to the height of Passenger Platform for Mumbai Suburban stations.

Accordingly, a meeting in Railway Board has been convened on 09.11.2012 on the above mentioned subject at 11.00 hrs. in Room No. 127.

You may, therefore, kindly direct PCE of Western Railway and ED/Track-I, ED/Wagon & ED/Carriage of RDSO to attend the meeting accordingly with complete details & earlier references.

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

Copy for information & necessary action to :

1. PCE, Western Raiway, Mumbai
2. ED/Track-I, ED/Wagon & ED/Carriage, RDSO, Lucknow.

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

No. 2009/CEDO/SR/48 New Delhi, Dated 01.11.2012

The Director General,
RDSO, Manak Nagar,
Lucknow

The General Managers,
All Indian Railways.

Sub : Sanction for 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL".

Ref : Board's letter of even no., dated 02.12.2009.

Vide Board's letter no. 2009/CEDO/SR/48, dated 02.12.09, first time running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t was sanctioned by Board on MGS-GZB, PWL-BINA, MKP-NYN, CNB-BZM-KID-MKP sections of North Central Railway with the stipulation of following conditions :

(i) Operation of the wagon is being permitted initially for Two Years period, to be reviewed later after two years.

(ii) 75 kmph speed in loaded conditions will be permitted only on 60kg 90UTS rails.

(iii) USFD testing should be carried out at a frequency, one grade higher than the specified frequency in the USFD manual. On section with GMT more than 60, the existing stipulated frequency of once in one and a half month as per USFD manual may be continued.

(iv) Only weighed rakes will be moved on the section after unloading/correction of overloaded wagons. In case unloading/correction is not possible , then speed of rakes should be restricted as applicable for CC+8+2t loaded rakes as mentioned in unified JPO issued vide Board's letter No.2007/CE-II/TS/8 dt. 02.04.09.

(v) RDSO should actively associate the concerned Zonal Railway for examining and studying various related data related to safety issues in operation of this BOXNHL wagon.

Accordingly, this wagon was permitted for a period of two years w.e.f. 02.12.2009 and it was to be reviewed later. Also, RDSO was asked to actively associate with the concerned Zonal Railways for examining the necessary data related to safety issues in operation of this wagon.

RDSO may please advise the action taken on the instructions of Board as mentioned above and Zonal Railways should adhere to the two years period of sanction prescribed in the sanction letter for operation of BOXNHL wagon.

Feedback on the above may please be sent to Board, latest by 15th November, 2012.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक जारी
Issue with Enclosure
हस्ताक्षर
Signature

(आलोक कुमार) 01/11/12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information to The Chief Commissioner for Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q.13011/38/2009-T.W., dated 19.10.2012.

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

सं. 2012/CEDO/SD/15 New Delhi, Dated 28.10.2012

The General Manager,
Eastern Railway,
Kolkata.

विषय : Condonation for infringing gradient (1 in 200) at Asansol Yard in Khana – Sitarampur section of Asansol Division in connection with RRI works at Asansol station.

संदर्भ : Eastern Railway's letter no. W(3)/591/4/Vol.III, dated 17.07.2012.

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 infringing gradient (1 in 200) at Asansol Yard in Khana – Sitarampur section of Asansol Division in connection with RRI works at Asansol station on Eastern Railway, as shown in Form-XVII & drawings enclosed with above referred letter and with Board's comments as under :

"Retaining the signal S/34 on Down Line-2 in its existing position may be agreed to. However, the Home Signal S/36 may be shifted by 120 m towards Dhanbad end."

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

सं. 2012/CEDO/SD/15 New Delhi, Dated 28.10.2012

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.11012/04/2012-T.W., dated 10.8.12.
2. The Commissioner of Railway Safety, Eastern Circle, 14, strand Road, (12th Floor), Kolkata-700001 w.r.t. letter no. 1/25/VIII/Infringement/12/558/H, dated 24.7.12.
3. ED/Works, Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature

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

सं. 2012/CEDO/SD/32 New Delhi, Dated 28.10.2012

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

विषय : Condonation of existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for through girder bridge (TGB) No. 188 between Bhangala and Mirthal stations at Km 90/1-14, in connection with Railway Electrification works in Jallandhar Cantt-Pathankot section of Firozpur Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928/ Pt.VII, dated 02.08.2012.

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 existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for through girder bridge (TGB) No. 188 between Bhangala and Mirthal stations at km 90/1-14, in connection with Railway Electrification works in Jallandhar Cantt. - Pathankot section of Firozpur Division on Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

28.10.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/32 New Delhi, Dated 28.10.2012

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. 11014/01/2012-T.W., dated 09.10.12.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/576-578, dated 22.08.12.
3. EDRE/P, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature
Date of Issue

28.10.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/33 New Delhi, Dated 28.10.2012

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

विषय : Condonation of existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for through girder bridge (TGB) No. 1077 between Dhaneta and Nagria Sadat stations at km 1334/7-12, in connection with Railway Electrification works in Moradabad - Roza section of Moradabad Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928/ Pt.VII, dated 13.08.2012.

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 existing infringements to lesser Vertical & Horizontal clearances to Schedule of Dimensions for Through Girder Bridge (TGB) No. 1077 between Dhaneta and Nagria Sadat stations at Km 1334/7-12, in connection with Railway Electrification works in Moradabad - Roza section of Moradabad Division on Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

28.10.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/33 New Delhi, Dated 28.10.2012

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. 11014/02/2012-T.W., dated 09.10.12.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/591-593, dated 27.08.12.
3. EDRE/P, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Date of Receipt.....

28.10.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

D/C

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

सं. 2012/CEDO/SD/31 New Delhi, Dated 22.10.2012

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

विषय : Condonation for infringements of OHE foundations at 1008 locations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works from Mughalsarai (Excl.) to Zafrabad (Incl.) of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928/ Pt.IV, dated 13.08.2012.

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 of OHE foundations at 1008 locations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works from Mughalsarai (Excl.) to Zafrabad (Incl.) of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter and with Board's comments as under :

"BCM may work on this line."

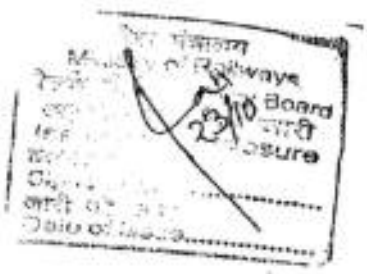
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/31 New Delhi, Dated 22.10.2012

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. 11014/15/2012-T.W., dated 13.9.12.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/684-686, dated 10.9.12.
3. EDTk/Mc, Railway Board, New Delhi
4. EDRE/P, Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड



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

सं. 2011/CEDO/SR/18 (Duplicate) New Delhi, Dated 17.10.2012

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

विषय : Running of EOG AC Oscillograph Car LHB variant Coach on track maintained to other than C&M-I, Volume-I Standard over Northern Railway.

संदर्भ : Your office letter no. 519-W/993, dated 20.05.2011.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of running of "EOG AC Oscillograph Car LHB Variant Coach" upto a maximum speed of 105 kmph and for trial exclusively upto speed of 115 kmph or at sectional speed whichever is less on track maintained to other than C&M-I, Volume-I Standard over Northern Railway, subject to terms and conditions as given in RDSO's Final Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments as under :

"The maximum speed of this coach will be upto 115 kmph for trials over track maintained to other than C&M-1, Volume-1 Standard, as written in RDSO's Final Speed Certificate no. MC/OSC, dated 29.07.2010."

17.10.12

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

सं. 2011/CEDO/SR/18 (Duplicate) New Delhi, Dated 17.10.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Mar Lucknow -226001 w.r.t. his endorsement no. सु. 13011/28/2011-स.वि., dated. 21.07.11.
2. General Manager, All Indian Railways (except Northern Railway).
3. Commissioner of Railway Safety, All circles.
4. Senior Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Chg., Railway Board,Railway Board, New Delhi.

17.10.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

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

सं. 2012/CEDO/SD/RS/07 New Delhi, Dated 17.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringement to IRSOD for EOG AC Track Recording CAR LHB variant Coach.

संदर्भ : RDSO's office letter no. CT/DHS/3/Coaches, dated 16.12.11.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD 2004 for EOG AC Track Recording CAR LHB variant Coach.

The design of above rolling stock infringes :

(i) **Clause 19(b)** - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

17.10.12

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

सं. 2012/CEDO/SD/RS/07 New Delhi, Dated 17.10.2012

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. Q.11027/01/2012-T.W., dated 17.09.2012.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, New Delhi

17.10.12

(आलोक कुमार)
कृते सचिव, 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.....

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

सं. 2012/CEDO/SD/RS/09 New Delhi, Dated 17.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringement to IRSOD for EOG AC Data Acquisition and Analysis Car (EOG AC Oscillograph Car) LHB variant Coach.

संदर्भ : RDSO's office letter no. CT/DHS/3/Coaches, dated 16.12.11.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD 2004 for EOG AC Data Acquisition and Analysis Car (EOG AC Oscillograph Car) LHB variant Coach.

The design of above rolling stock infringes :

(i) **Clause 19(b)** - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

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

सं. 2012/CEDO/SD/RS/09 New Delhi, Dated 17.10.2012

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. Q.11027/07/2012-T.W., dated 17.09.2012.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, New Delhi

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

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

सं. 2012/CEDO/SD/RS/08 New Delhi, Dated 17.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringement to IRSOD for EOG AC Track Recoding Staff Car LHB variant Coach.

संदर्भ : RDSO's office letter no. CT/DHS/3/Coaches, dated 16.12.11.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD 2004 for EOG AC Track Recording Staff Car LHB variant Coach.

The design of above rolling stock infringes :

(i) **Clause 19(b)** - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

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

सं. 2012/CEDO/SD/RS/08 New Delhi, Dated 17.10.2012

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. Q.11027/02/2012-T.W., dated 17.09.2012.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, 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.....

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/RS/04

New Delhi, Dated 17.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Design & procurement of only 8-wheeler rolling stocks on Indian Railway system.

संदर्भ : RDSO's office letter no. CT/DDL/DMU, dated 14.02.2012.

As 4-wheeler rolling stocks are prone to derailment, especially at points & crossings; these have already been banned on IR system. Moreover, the speed potential of the section cannot be utilised due to the 4-wheeler design, thereby wasting the section capacity in train operation.

It has, therefore, been decided by Board that such derailment prone 4-wheeler rolling stocks shall not be added further to the fleet on IR system.

In view of above, RDSO and Railways shall not process the cases in future for condonation/running of 4-wheeler rolling stocks; except for the 12 nos. of 4-Wheeler Self-Propelled Mast Erection Machine Vehicles (MEMVs); already condoned vide Board's letter of even no., dated 16.10.2012.

The UTVs should, therefore, be also designed as 8-wheeler rolling stocks and their further procurement shall be with 8-wheeler vehicles only.

17.10.12

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

सं. 2012/CEDO/SD/RS/04

New Delhi, Dated 17.10.2012

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. Q.11027/08/2012-T.W., dated 03.07.2012
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Directors – Track/I, Track Machine, T.I. and Motive Power, RDSO/Lucknow
(v) ED/Track Machines and EDRE(P), Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature
Date of Issue

17.10.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/11

New Delhi, Dated 16.10.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation for grade infringement in Vijayawada (BZA) yard on Gudur end-regarding modifications to BZA yard in liew 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 in BZA Division South Central Railway.

Ref : Board's letter of even no., dated 16.08.2012.

With reference to above, S.C. Railways was requested to revise the proposal regarding the issue related to Chapter II, Para 2(d) of IRSOD, 2004.

Evern after two months comments of S.C. Railway are still awaited.

Kindly expedite the reply.

Enclosure : As above.

16.10.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

17/10

रेल मंत्रालय
Ministry of Railways
Board
Cure
Issue
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

S.No.18

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

No.2012/CEDO/SD/11

New Delhi, Dated 16.08.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation for grade infringement in Vijayawada (BZA) yard on Gudur end-regarding modifications to BZA yard in liew 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 in BZA Division South Central Railway.

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

With regards to the letter under reference, It has observed that :

"Engineering Plan shows 2 new cross over (101 and 102) proposed to be inserted between Up and Dn lines and 3rd line and Dn line at CH 1080 - 1252.5 mts. and CH 1026 - 1183 mts. As per the Engineering Plan, at the cross over point, there is change of gradient from 1 in 165 to 1 in 420 falling towards the BZA station on the Up and Dn lines and 1 in 184 to 1 in 420 falling towards the BZA station on the 3rd line.

In terms of Chapter II, Para 2(d) of IRSOD,2004, there must not be a change of grade within 30 mtrs of any points or crossings, except in the case of hump yards."

Railway may revise the proposal accordingly .

(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

सं. 2012/CEDO/SD/RS/04 New Delhi, Dated 16.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringement to IRSOD for 4-wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01.

संदर्भ : RDSO's office letter no. CT/DDL/DMU, dated 14.02.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD 2004 for only 12 nos. of 4-wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. no. MEMV-00 01/00, REV.01.

Design of the above vehicle infringes :

(i) **Clause 15** – maximum rigid wheel base for four wheeled vehicle by 1900mm (i.e. 8000mm instead of 6100mm)

(ii) **Clause 19(a)** – maximum length of body or roof for 4-wheeled vehicle by 3360 mm (i.e. 11900mm instead of 8540mm)

(iii) **Clause 20(a)** – maximum length over side buffers for 4-wheeled vehicle by 3360 mm (i.e. 13170mm instead of 9810mm).

of Chapter-IV(A) of Indian Railways 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 :

1. Instructions related to movement of machine on Points & Crossings/Turnouts and Diamond Crossings should be incorporated in the Speed Certificate, whenever issued. In addition, issues related to movement of the machine in train formation, in case of emergency, should also be considered & addressed. Accordingly, instructions for movement in such cases should also be clearly mentioned in Speed Certificate.
2. The design condonation has been approved for only 12 nos. of MEMVs (seven nos. being purchased & five nos. for which tender is being opened).
3. Further design & procurement of MEMVs shall be with 8-wheeler vehicle only.

16.10.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/RS/04 New Delhi, Dated 11.10.2012

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. Q.11027/08/2012-T.W., dated 03.07.2012
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Directors – Track/I, Track Machine, T.I. and Motive Power, RDSO/Lucknow
(v) EDRE(P), Railway Board, New Delhi

16.10.12
(आलोक कुमार)

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

सं. 2012/CEDO/SD/IRSOD/O New Delhi, Dated 16.10.2012

Addressed to :
(as per list mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 9** 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 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 9 :

I Para 1 of Chapter-I : General, Schedule-I at page-4 : "Spacing of tracks".

II Para 1 of Chapter-II : Station Yards, Schedule-I at page-10 : "Spacing of tracks".

III Note (b) below Para 12 of Chapter-I : General, Schedule-I at page-8 : "Interlocking and Signal Gear".

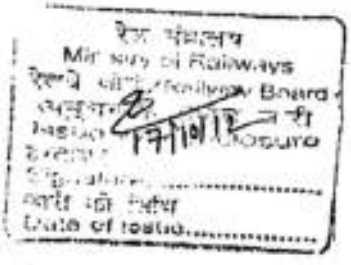
Enclosure : **ACS No. 9** (one page)

16.10.12

(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 (Maharastra)
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.(Project), 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.

Addendum and Corrigendum Slip (ACS) No. 9
To IRSOD (BG), Revised, 2004

(Ref : Railway Board's Letter No. 2012/CEDO/SD/IRSOD/O, New Delhi, Dated 16.10.2012)

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 clearance mentioned in Para 1(ii) above 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 new line and new running loops. 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 clearance mentioned in Para 1(ii) above 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

सं. 2007/CEDO/SD/IRSOD/O

New Delhi, Dated 11.10.2012

The Principal Chief Engineer,
Western Railway,
Churchgate, Mumbai.

विषय : IRSOD, 2004 for matters related to the height of Platform.

संदर्भ : Western Railway's letter no. W.447/12/318 (Plan) (W4), dated 06.09.12.

Decision of Railway Board in connection with raising of passenger platform height in Mumbai Suburban section was already communicated vide letter no. 2007/CEDO/SD/IRSOD/O, dated 29.08.12, as mentioned below :

"(i) There will not be any change in the existing provisions of IRSOD 2004 for maximum height of passenger platform, i.e. 840 mm above rail level.

(ii) Railway shall also make good the deficiency in platform height w.r.t. 840 mm, wherever existing, for convenience to the passengers."

Railways should, therefore, not take any action in deviation to the decision of Railway Board, which is being reiterated through this letter. Further, the suggested action, as mentioned in the last paragraph of Railway's letter, dated 06.09.12 under reference, is not agreed to by Board.

Receipt of the letter should be acknowledged and compliance to the decision of Board should be communicated for record.

11/10/12

(R. Ramanathan)
Additional Member/Civil Engg.

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुलग्नक/संलग्न जारी
(संख्या ..... Enclosure
प्रकाशार
Signature.....
जारी की तिथि
Date of issue.....

SN07

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

No.2012/CEDO/SD/03

New Delhi, Dated 09.10.2012

The General Manager,
Western Railway,
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), 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 (Signal) has passed the following remarks :

1. It is not clear as to how the existing emergency crossover will be utilized. Please obtain a copy of the proposed Signal & Interlocking Plan (SIP).
2. Proposed trap point change is also within only 10 meters of the change in gradient on Up loop line.

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

9.10.12

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

Copy forwarded for information & n/a :

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

O/C

10/10/12

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

No.2012/CEDO/SD/18

New Delhi, Dated 09.10.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation for grade infringement near Shoranur bye - pass Cabin A & B and lesser track spacing between roads 7 & 8 in Shoranur yard; reg.- Doubling of track between Shoranur and Mangalore Central - Proposed yard arrangements at Shoranur Jn. in Palakkad Division of Southern Railway.

Ref : Southern Railway's letter no. W.573/J/14/Vol.IV, dated 27.06.2012.

Vide letter referred above, Board's sanction has been sought for condonation for grade infringement near Shoranur bye - pass Cabin A & B and lesser track spacing between roads 7 & 8 in Shoranur yard; reg.- Doubling of track between Shoranur and Mangalore Central - Proposed yard arrangements at Shoranur Jn. in Palakkad Division of Southern Railway.

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

"Selection Table/Route Control Chart would be required to check the safety aspects & risk involved."

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

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

Copy forwarded for information & n/a :

1. Chief Plg. & Dev. Engineer, Southern Railway, Chennai.

o/c

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

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

सं. 2011/CEDO/SR/15/O

New Delhi, Dated 08.10.2012

Addressed to :
As per list attached (overleaf).

विषय : **Policy Circular No. 7 for "Opening of Sections and Sanction of Sectional Speed on Indian Railways".**

Board (ME, MT, ML, MM & CRB) have approved **'Indian Railways Policy Circular No. 7'** on the subject of "Opening of Sections and Sanction of Sectional Speed on Indian Railways" for uniform adoption on Indian Railway system. A copy of the same is enclosed herewith for information and necessary action by all concerned.

The soft copy of the document has also been uploaded on Railway Board's web-site. Required no. of copies may be printed after downloading from the web-site by following the path as : "Railway Board Directorates -> Civil Engineering -> Policy Matters -> Policy Circular No. 7" on the web.

Receipt of the letter may please be acknowledged.

संलग्नक / उपरोक्तानुसार

08.10.12

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

Copy to :

- PSO/Sr.PPS to CRB, ME, MT, ML, MM, FC, MS and Secretary/Railway Board for kind information of CRB, ME, MT, ML, MM, FC, MS and Secretary.

LIST FOR DISTRIBUTION

1. General Managers, All Indian Railways & Production Units
2. Director General, RDSO, Manak Nagar, Lucknow
3. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
4. Principal Chief Engineers, All Indian Railways
5. Chief Administrative Officers (Con), All Indian Railways
6. Chief Operations Managers, All Indian Railways
7. Chief Mechanical Engineers, All Indian Railways
8. Chief Electrical Engineers, All Indian Railways
9. Chief Signal & Telecommunication Engineers, All Indian Railways
10. Chief Safety Officers, All Indian Railways
11. Commissioner of Railway Safety, All Circles
12. Director General, Railway Staff College, Vadodara
13. Director, IRICEN, Rail Path, Pune - 411001 (Maharashtra).
14. Director, IRIEEN, P.B.No.-233, Nasik Road - 422101 (Maharashtra)
15. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
16. Director, IRIMEE, Jamalpur - 811214 (Bihar)
17. Director, IRITM, Saraswati Residential Estate, IRITM Campus, Manak Nagar, Lucknow
18. MD, CONCOR, Concor Bhawan, C-3, Mathura Road, Opp. Apollo Hospital, New Delhi - 110076
19. MD, IRCON International Limited, C-4, District Centre, Saket, New Delhi - 110017
20. MD, RITES Ltd., RITES Bhawan, Plot No.1, Sector-29, Gurgaon
21. MD, RVNL, August Kranti Bhawan, Plot No.25, 1st Floor, Bhikaji Cama Place, New Delhi
22. MD, MRVC Ltd., Churchgate Station Building, Mumbai - 400020
23. MD, KONKAN Railway Corporation Ltd, Rail Bhawan, New Delhi - 110001
24. MD, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi - 110001
25. MD, RLDA, Near Safdarjung Railway Station, Moti Bagh Phase-I, New Delhi - 110021

Copy to :

- CRB, ME, MT, ML, MM, FC, MS and Secretary/Railway Board.
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig.), AM(Traffic), Adv.(Safety), Adv.(Projects), Adv.(L&A), Adv.(Bridges) and Adv.(Vig.), Railway Board.
- EDCE(G), EDCE(P), EDTK(M), EDTK(MC), EDTK(P), EDCE(B&S)-I, EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project Monit.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), ED(Safety), ED(Sig.), ED(Tele), EDEE(M), EDRE(P), EDME(Chg.), EDME(Frt.), ED(Plg.), ED(Chg.), EDTT(M), EDTT(S) and OSD to ME, Railway Board.

O/C

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

No.2012/CEDO/SD/IRSOD/O/3 New Delhi, Dated 03.10.2012

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Ref : Your office letter no. CT/SD/Rev./BG/MG, dated 17/23.08.2011.

Vide letter referred above, RDSO proposed ACS to IRSOD (BG) Revised, 2004 to maximum moving dimension diagram w.r.t. width of 3050 mm instead of existing 3135 mm.

Accordingly, a meeting in Railway Board has been convened on 08.10.2012 on the above mentioned subject at 11.00 hrs. in Room No. 127.

You may, therefore, kindly direct ED/Track-I, ED/Wagon & ED/Carriage to attend the meeting accordingly.

3/10/12
(आलोक कुमार)
ओ/कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy to EDME/Freight & EDME/Coaching, Railway Board, New Delhi for information & necessary action.



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

No. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, dated 01.10.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised,2004 for matters related to Electrical Directorate-reg. Corrigendum to ACS-7.

Ref : EDRE(P)/Rly. Board's note no. 2006/RE/138/4, dated 05.09.2012

EDRE(P)/Railway Board has moved a proposal for issuing correction slip in IRSOD BG Revised,2004, in connection with "matters related to Electrical Directorate-reg. Corrigendum to ACS-7" (copy of relevant papers enclosed).

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

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

Encl: As above.

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
अनुलग्नक सहित/वारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

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

सं. 2012/CEDO/SD/RS/06 New Delhi, Dated 29.09.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringement to IRSOD 2004 for Multipurpose Tamping Machine "**Unimat Split Head MFI**", manufactured by M/s Plasser, India.

संदर्भ : RDSO's office letter no. CT/TMM/GENL, dated 18.06.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD 2004 for Multipurpose Tamping Machine Model - Unimat Split Head MFI, manufactured by M/s Plasser, India.

The design of above Machine infringes :

(i) **Clause 2(ii)** - Minimum dia. on the tread of new carriage or wagon wheel, measured at 63.5mm from wheel gauge face by 184mm (i.e. 730mm instead of 914mm)

(ii) **Clause 12** - Distance apart from centres of buffers by 1mm (i.e. 1955mm instead of 1956mm)

(iii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 6270mm (i.e. 28570mm instead of 22300mm)

of Chapter-IV(A) of Indian Railways 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 :

"Issues related to movement of the machine in train formation in case of emergency should be considered & addressed and accordingly, instructions for movement in such cases should also be clearly mentioned in the speed certificate."

(आलोक कुमार) 29.9.12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/RS/06 New Delhi, Dated 29.09.2012

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. Q.11027/07/2012-T.W., dated 20.09.2012.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Directors - Track/I and Track Machines, RDSO, Lucknow
(v) Executive Director/Track Machines, Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure

O/C

29.9.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/30 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 66 KV Power Line crossings at Km 1261/21.40 to 27.70 between OHE Mast location at Km 1261/31 to Km 1262/1 (Up line) and Km 1261/32 to Km 1262/2 (Dn line) in Tilhar – Miranpur Katra section in connection with Railway Electrification works on Moradabad Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 27.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 66 KV Power Line crossings at Km 1261/21.40 to 27.70 between OHE Mast location at Km 1261/31 to Km 1262/1 (Up line) and Km 1261/32 to Km 1262/2 (Dn line) in Tilhar – Miranpur Katra section in connection with Railway Electrification works on Moradabad Division of Northern Railway, as shown in Form-XVII and drawings enclosed with the above referred letter.

29.9.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/30 New Delhi, Dated 29.09.2012

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. 11014/11/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/671-673, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

29.9.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Please issue
Sy Prakash
10/12

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुरेखक को दिनांक जारी
Issued with Enclosure
हस्ताक्षर
Signature.....

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

सं. 2012/CEDO/SD/29 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 220 KV Power Line crossings at Km 95/270.20 to 282.00 between OHE Mast locations at Km 95/9-11 (Up line) & Km 95/10-12 (Dn line) in Mirthal - Kandrori section in connection with Railway Electrification works on Firozpur Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 29.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 220 KV Power Line crossings at Km 95/270.20 to 282.00 between OHE Mast locations at Km 95/9-11 (Up line) & Km 95/10-12 (Dn line) in Mirthal - Kandrori section in connection with Railway Electrification works on Firozpur Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

25-9-12

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

सं. 2012/CEDO/SD/29 New Delhi, Dated 29.09.2012

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. 11014/05/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/650-652, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

25-9-12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Please effect
Jaiprakash
1/10/12 O/C.

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

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

सं. 2012/CEDO/SD/28 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 132 KV Power Line crossings at Km 64/278.50 to 288.50 between OHE Mast location at Km 64/9-10 (Up line) & Km 64/11-12 (Dn line) in Unchibassi - Mukeria section in connection with Railway Electrification works on Firozpur Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 29.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 132 KV Power Line crossings at Km 64/278.50 to 288.50 between OHE Mast location at Km 64/9-10 (Up line) & Km 64/11-12 (Dn line) in Unchibassi - Mukeria section in connection with Railway Electrification works on Firozpur Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

29-9-12

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

सं. 2012/CEDO/SD/28 New Delhi, Dated 29.09.2012

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. 11014/09/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/659-661, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

29-9-12

(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 issued
Signature
10/12 o/c

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

सं. 2012/CEDO/SD/27 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 220 KV Power Line crossings at Km 1327/686.80 to 697.60 between OHE Mast location at Km 1327/23-25 (Up line) & Km 1327/24-26 (Dn line) in Dhaneta – Bhitaura section in connection with Railway Electrification works on Moradabad Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 27.08.2012.

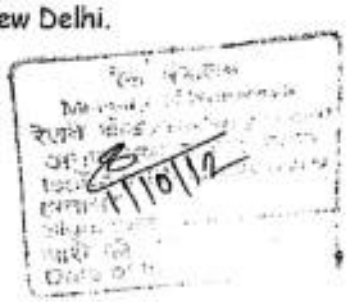
With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringement to vertical clearances to Schedule of Dimensions for 220 KV Power Line crossings at Km 1327/686.80 to 697.60 between OHE Mast location at Km 1327/23-25 (Up line) & Km 1327/24-26 (Dn line) in Dhaneta – Bhitaura section in connection with Railway Electrification works on Moradabad Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

29.9.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2012/CEDO/SD/27 New Delhi, Dated 29.09.2012

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. 11014/08/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi – 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/665-667, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.



29.9.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Please advise
Jyotsnakant
7/10/12
CE/C

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

सं. 2012/CEDO/SD/26 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 132 KV Over-head Power Line crossings at Km 25/565.60 to 572 between OHE Mast location Km 25/17-19 (Up line) and Km 25/18-20 (Dn line) in Kala Bakra – Bhopur section in connection with Railway Electrification works on Firozpur Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 29.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 132 KV Over-head Power Line crossings at Km 25/565.60 to 572 between OHE Mast location Km 25/17-19 (Up line) and Km 25/18-20 (Dn line) in Kala Bakra – Bhopur section in connection with Railway Electrification works on Firozpur Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter, as shown in Form-XVII and drawings enclosed with the above referred letter.

29-9-12

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

सं. 2012/CEDO/SD/26 New Delhi, Dated 29.09.2012

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. 11014/05/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi – 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/653-655, dated 06.09.2012.
3. EDRE/P, Railway Board, 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.....

29-9-12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Desk office
Ybrakash
10/12

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

सं. 2012/CEDO/SD/25 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 33 KV Over-head Power Line crossings at Km 1386/639 between OHE Mast location at Km 1386/23-25 (Up line) & Km 1386/24-26 (Dn line) in Katghar - Dalpatpur section in connection with Railway Electrification works on Moradabad Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 27.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 33 KV Over-head Power Line crossings at Km 1386/639 between OHE Mast location at Km 1386/23-25 (Up line) & Km 1386/24-26 (Dn line) in Katghar - Dalpatpur section in connection with Railway Electrification works on Moradabad Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter, as shown in Form-XVII and drawings enclosed with the above referred letter.

27-9-12

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

सं. 2012/CEDO/SD/25 New Delhi, Dated 29.09.2012

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. Q. 11014/10/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/674-676, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

Page issue
Prakash
30/9/12

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुरक्षण संबंधी पत्रों
testing with Enclosure
हस्ताक्षर
Signature.....

28-9-12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/24 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 16 nos. (132 KV - 13 nos., 220 KV - 1 no. & 400 KV - 2 nos.) over-head Power Line crossings in Mughalsarai (Excl.) - Utratia (Excl.) section of Northern Railway in connection with Railway Electrification works.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 28.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 16 nos. (132 KV - 13 nos., 220 KV - 1 no. & 400 KV - 2 nos.) over-head Power Line crossings in Mughalsarai (Excl.) - Utratia (Excl.) section of Northern Railway in connection with Railway Electrification works, as shown in Form-XVII & drawings enclosed with the above referred letter.

29.9.12

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

सं. 2012/CEDO/SD/24 New Delhi, Dated 29.09.2012

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. Q. 11014/14/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/662-664, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

29.9.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Please issue
Jaiprakash
1/10/12 o/c

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

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

सं. 2012/CEDO/SD/23 New Delhi, Dated 29.09.2012

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

विषय : Condonation for existing infringement to vertical clearances to Schedule of Dimensions for 4 nos. 66 KV and 1 no. 220 KV over-head power line crossings on 3rd line in Sahnewal - Ludhiana section of Firozpur Division on Northern Railway in connection with 25 KV AC electrification work.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 30.08.2012.

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 existing infringement to vertical clearances to Schedule of Dimensions for 4 nos. 66 KV and 1 no. 220 KV over-head power line crossings on 3rd line in Sahnewal - Ludhiana section of Firozpur Division on Northern Railway in connection with 25 KV AC electrification work, as shown in Form-XVII & drawings enclosed with above referred letter.

29.9.12

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

सं. 2012/CEDO/SD/23 New Delhi, Dated 29.09.2012

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. Q. 11014/13/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/647-649, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

See essar prakash 10/12

O/C

29.9.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/22

New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 132 KV over-head Power Line crossings at Km 1243/135.50 to 143.20 between OHE Mast location Km 1243/3-5 (Up line) & Km 1243/4-6 (Dn line) in Banthara - Shahajanpur section in connection with Railway Electrification works on Moradabad Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 27.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 132 KV over-head Power Line crossings at Km 1243/135.50 to 143.20 between OHE Mast location Km 1243/3-5 (Up line) & Km 1243/4-6 (Dn line) in Banthara - Shahajanpur section in connection with Railway Electrification works on Moradabad Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

29.9.12

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

सं. 2012/CEDO/SD/22

New Delhi, Dated 29.09.2012

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. Q. 11014/12/2012-T.W., dated 13.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/668-670, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

please issue
Prakash
10/12

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Issue with Endorsement
Signature
Date of Issue

28-9-12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/21 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 132 KV Over-head Power Line crossings at Ch. Km 44/859.40 to 44/873.50 and between OHE Mast location Km 44/27-29 (Up line) & Km 44/28-30 (Dn line) in Tandaurmur – Khuddakurala section in connection with Railway Electrification works on Firozpur Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 29.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 132 KV Over-head Power Line crossings at Ch. Km 44/859.40 to 44/873.50 and between OHE Mast location Km 44/27-29 (Up line) & Km 44/28-30 (Dn line) in Tandaurmur – Khuddakurala section in connection with Railway Electrification works on Firozpur Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

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

सं. 2012/CEDO/SD/21 New Delhi, Dated 29.09.2012

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. Q. 11014/04/2012-T.W., dated 11.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi – 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/656-658, dated 06.09.2012.
3. EDRE/P, Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/20 New Delhi, Dated 29.09.2012

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

विषय : Condonation for infringement to vertical clearances to Schedule of Dimensions for 220 KV Over-head Power line crossings at Ch. Km 20/906.50 - 918.60 and between OHE Mast location Km 20/29-31 (Up line) & Km 20/30-32 (Dn line) in Nagloi (NNO) - Gheora (GHE) section in connection with Railway Electrification works on Delhi Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 02.08.2012.

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 infringement to vertical clearances to Schedule of Dimensions for 220 KV Over-head Power line crossings at Ch. Km 20/906.50 - 918.60 and between OHE Mast location Km 20/29-31 (Up line) & Km 20/30-32 (Dn line) in Nagloi (NNO) - Gheora (GHE) section in connection with Railway Electrification works on Delhi Division of Northern Railway, as shown in Form-XVII & drawings enclosed with above referred letter.

29.9.12

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

सं. 2012/CEDO/SD/20 New Delhi, Dated 29.09.2012

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. Q. 11014/03/2012-T.W., dated 11.09.2012.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chanakyapuri, New Delhi - 110021 w.r.t. letter no. 2010/Q-11(3)Inf/NC/594-596, dated 29.08.2012.
3. EDRE/P, Railway Board, New Delhi.

Case issue
Prakash
1/10/12

O/C

29.9.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2012/CEDO/SD/19 New Delhi, Dated 29.09.2012

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation for adoption of reduced clearance of EHV power line crossing above rail level in Jhansi - Moth section of Jhansi Division on North Central Railway in connection with 25 KV AC Electrification work.

संदर्भ : North Central Railway's letter no. 355-W/CRS/Board's Condonation/ RE-JHS/NCR, dated 24.07.2012.

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 adoption of reduced clearance of EHV power line crossing above rail level in Jhansi - Moth section of Jhansi Division on North Central Railway in connection with 25 KV AC Electrification work, as shown in Form-XVII & drawings enclosed with above referred letter.

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

सं. 2012/CEDO/SD/19 New Delhi, Dated 29.09.2012

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. 11015/01/2012-T.W., dated 22.08.2012.
2. The Commissioner of Railway Safety, North Eastern Circle, Office Compound of DRM/NR, Hazratganj, Lucknow - 226001 w.r.t. letter no. 3493/Pt.6/SANC-29, dated 27.07.2012.
3. EDRE/P, Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Please apprise Jaybrakash 1/10/12

1/10/12

O/L

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

No.2012/CEDO/SD/31

New Delhi, Dated 20.09.2012

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

Sub : Condonation for infringements of OHE foundations at 1008 locations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works from Mughalsarai (Excl.) to Zafrabad (Incl.) of Northern Railway.

Ref : CCRS's office letters no. क्यू.11014/15/2012-टी.डब्लू. dated 13.09.2012.

Vide letter referred above, Commission has been forwarded Northern Railway's letter no. 519-W/928/Pt.IV, dated 13.08.2012 for Board's condonation for infringements of OHE foundations at 1008 locations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works from Mughalsarai (Excl.) to Zafrabad (Incl.) of Northern Railway with following condition :

"BCM not to work in this section."

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

"Working of BCM is essential for deep screening. CCRS recommendation prohibits working of BCM on this line. It is not clear how the maintenance of track will be carried out."

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

20.9.12

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

Copy forwarded for information & n/a :

1. Chief Track Engineer, Northern Railway, Baroda House, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issue 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/SD/15 New Delhi, Dated 19.09.2012

The General Manager,
Eastern Railway,
Kolkata.

Sub : Condonation for infringing gradient (1 in 200) at Asansol Yard in Khana - Sitarampur Section of Asansol Division in connection with RRI works at Asansol.

Ref : Eastern Railway's letter no. W(3)/591/4/Vol.III, dated 17.07.2012

Vide letter referred above, Board's sanction has been sought for condonation of infringing gradient (1 in 200) at Asansol Yard in Khana - Sitarampur Section of Asansol Division in connection with RRI works at Asansol.

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

"(a) As per the Signal Plan (SI 07860/79), change of gradient from 1:200, falling towards station to level at the MGS end, lies on existing Double Slip Diamond (Point No. 260-A/B and Point No. 258-A/B), Working Time Table of Asansol Division indicates a restriction of 10 Kmph for negotiating these points. Therefore, there is no objection from the signalling side in considering the case, although it is very restrictive PSR on the main line.

(b) Adviser (Safety) has suggested shfiting of Home & Distant Signal of Down Line No. 1 by 120 mts at the MGS Division. While modifying the Signaling Plan to Comply with the observations made by Adviser (Safety), it is necessary to keep the Signals in same alignment for Down Line No. 1 and Down Line No. 2 to minimize any ambiguity in the aspect observed by Loco Pilot of trains moving on these two lines. Corresponding shifting of the 2nd Distant Signal also would be necessary."

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

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

Copy forwarded for information & n/a :

1. Chief Planning & Design Engineer, Eastern Railway, Kolkata.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षरित
Signed
जारी करने तिथि
Date of Issue

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

No. 92/CEDO/SR/4/O/Pt.I

New Delhi, dated 17.09.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Revision of Policy Circular No. 6

Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock", was issued vide Railway Board's letter no. 92/CEDO/SR/4/O Pt., dated 23.12.1999 with revision & correction slip vide Board's letters no. 92/CEDO/SR/4/O/Pt.I, dated 23.11.2006 and 09.07.2010.

Suggestions, if any for improving & revising the Policy Circular No. 6 may please be sent by 30th September, 2012. Soft copy of circular is available on website; www.indianrailways.gov.in.

(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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
जारी किया/Issue
हस्ताक्षर
Signature
जारी की तिथि
Date of issue

O/C

No. 92/CEDO/SR/4/O/Pt.I

Sub : Revision of Policy Circular No. 6

Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock" issued vide Railway Board's letter no. 92/CEDO/SR/4/O Pt., dated 23.12.1999 with revision & correction slip vide Board's letters no. 92/CEDO/SR/4/O/Pt.I, dated 23.11.2006 and 09.07.2010.

Suggestions, if any for improving & revising the Policy Circular No. 6 may please be sent by 30th September, 2012. Soft copy of circular is available on website: www.indianrailways.gov.in.

EDCE(G)

AM/CE (FTS-104792)

AM/Works (FTS-104792/1)

AM/Traffic (FTS-104792/2)

AM/Electrical (FTS-104792/3)

AM/Mechanical (FTS-104792/4)

AM/Signal (FTS-104792/5)

AM/Tele (FTS-104792/6)

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

No.2008/CEDO/SD/09 New Delhi, Dated 11.09.2012

Addressed to :
(as per list mentioned below)

Sub : **Addendum & Corrigendum Slip (ACS) No. 8** to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that Para-23 Of Chapter-II : Station Yards at Page - 16 of Schedule of Dimensions 1676mm Gauge (B.G.) 2004 is amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 8.

Enclosure : ACS No. 8 (one page)

(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 (Maharastra)
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.(Project), 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.

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

Addendum & Correction Slip (ACS) No. 8

To

Indian Railways Schedule Of Dimensions (BG) Revised, 2004

Amendment To Para-23 Of Chapter-II (Station Yard) Of Schedule-I

"Length Of Sidings"

Existing Para 23, Chapter-II (Station yard) of Schedule I shall be read as under :

"Minimum Clear Available Length of one siding at any station where it is intended to cross trains -

(i) shall be length of the longest train permitted in the section plus 35m.

(ii) Although it may not be necessary till traffic develops to provide sidings for the largest possible train loads, land should be acquired for them and no building, level crossings or other obstructions should be permitted that will interfere with the crossing siding being lengthened to the following dimensions :

On Sections Of The Railways Where The Ruling Gradient Is	Minimum Clear Available Length Of One Siding For New Works Or Alterations To The Existing Works
1 in 100 or flatter	750 m
Steeper than 1 in 100	Length of the longest train permitted in the section plus 35m

Note : Clear Available Length denotes :

(i) Distance between foot of the signal to Fouling Mark in the rear on the same line in case of Main line and Directional Loop at station yard.

(ii) In case of Common Loop at the stations, Clear Available Length/ Clear Standing Length shall be the distance between two starter signals of opposite direction on the same line."

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi-110001.
Dated: 26/05/10

No.2010/CEDO/SR/06

General Manager,
South Eastern Railway,
Kolkata.

Sub: **Replacement of BOBRN wagons with other for transportation of Iron Ore.**

Board (ME & MT) has agreed for replacement of BOBRN wagons with BOXNEL wagons for which instructions have already been issued authorizing South Eastern Railway to convert 10 to 12 BOXN rakes to BOXNEL rakes. Further, it is decided that BOBRN wagons should be replaced with BOBSNM1/BOXNEL wagons. The necessary arrangements for the replacement of BOBRN wagons should be expedited. To start with, loading of iron ore fines should be shifted to BOBS/BOXNEL.

The rehabilitation of the track affected by dropping of iron ore should also be taken in expeditious manner.

Action taken and progress made in this regard may please be advised to Board from time to time.

26/5/10
(B.D. Garg)
Exec. Director Civil Engg. (Plg.),
Railway Board.

Copy to
General Manager
All Indian Railways

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue 27.07.....

O/C

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

New Delhi, Dated 05.09.2012

No.2012/CEDO/SD/19

The General Manager,
North Central Railway,
Allahabad.

Sub : Condonation for adoption of reduced clearance of EHV powerline crossing above rail in Jhansi-Moth section of Jhansi Division of North Central Railway in connection with 25 KV AC Electrification.

Ref : North Central Railway's letter no. 355-W/CRS/Board's Condonation/RE-JHS/NCR dated 24.07.2012.

Vide your letter referred above, Board's Condonation has been sought for adoption of reduced clearance of EHV powerline crossing above rail in Jhansi-Moth section of Jhansi Division of North Central Railway in connection with 25 KV AC Electrification.

However, while processing the proposal in Board, it observed that following documents are further required from your end :

(i) FORM XVII (Modified).

(ii) Drawings showing infringements.

(iii) Forwarding letter of Open Line.

In view of above North Central Railway is requested to send the above documents so the that same can be processed further.

5.9.12

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

Copy forwarded for information to :

1. EDRE(P), Railway Board, New Delhi.

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

FTS- 100342 | 2012

Note

No. 2011/CEDO/SR/MISC/1 Date : 03.09.2012

Sub: Replacement of HP Deskjet 1280 printer (RB3734)

HP/1280, A3 size printer was installed about six years ago in CEDO branch (room no. 156/25) working under EDCE (G). This printer is out of order since 31.08.2012 (complaint no. 1740). Despite the efforts made by two service engineers, the printer could not be repaired due to its old age. Due to non - availability of printer work of the branch is suffering badly.

Hence, kindly make suitable arrangement to repair this printer for the time being or a standby printer (A3 size) may be provided so that work of branch does not suffer further. Arrangements for purchasing of new A3 size inkjet printer may be made immediately.

3/9/12
ADE (Civil)

EDCE(G) 3.9.12

DME(C&IS) 4/9/12

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

No. 2007/CEDO/SD/IRSOD/O

New Delhi, Dated 29.08.2012

The General Manager,
Western Railway,
Churchgate, Mumbai

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

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

Vide reference above, Board's sanction was sought by Western Railway for the proposed modification to Item 4, Chapter II of IRSOD (BG), Revised, 2004 regarding "height above rail level for high passenger platforms", as maximum upto 950mm for intermediate stations and 1000mm for terminal stations.

The matter has been examined in Board's Office after RDSO's field trials and it has been decided by Board that :

1. There will not be any change in the existing provisions of IRSOD 2004 for maximum height of passenger platform, i.e. 840 mm above rail level.
2. Railway shall also make good the deficiency in platform height w.r.t. 840 mm, wherever existing for convenience to the passengers.

The action taken in this regard may be advised to Board.

29.08.12

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

Copy forwarded for information to :

1. Director General, RDSO, Manak Nagar, Lucknow.
2. ED/Track-1, RDSO, Manak Nagar, Lucknow.
3. PCEs & CAO(C)s of all Indian Railways.

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

No. 2012/CEDO/SD/IRSOD/O/2 New Delhi, Dated 27.08.2012

The General Manager,
All Zonal Railways.

Sub : Clarification regarding raising of track by 20mm under FOBs/ROBs in territories either electrified or identified for electrification on 25 KV AC.

Ref : (i) Board's letter no. 2007/RE/161/5/FTS-774, dated 12.10.2011

(ii) Item no. 1.3.2 of the Proceedings of PCEs' Seminar held on 24th & 25th November 2011 at IRICEN, Pune.

Vide reference (ii) above, clarification have been asked by the Zonal Railways regarding raising of track by 20mm under FOBs/ROBs in territories which are either electrified or identified for electrification on 25 KV AC. In this reference, IRSOD Para 10(c) of Schedule-I Chapter-I, as per ACS No. 7, dated 14.03.12 alongwith Para 9 & 10 of Chapter-II (Station Yards) of IRSOD need to be referred.

The matter has been examined in Board's office and in partial modification to the letter vide reference (i) above, it is clarified that the dimensions given in above referred Para of IRSOD 2004 include track raising margin of 20mm and action may be taken by the field personnel accordingly. However, it shall be ensured that track shall not be further raised, if existing head room (clearance between rail level and bottom of FOB/ROB) is less than 'X' where 'X' = 'Dimension given in IRSOD for various situations under respective Para' minus '20mm'.

This is issued with the approval of Board (ML & ME).

27.08.12

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

Copy forwarded for information and necessary action to :

1. Adviser/RE, Railway Board, New Delhi.
2. PCEs & CEEs of all Indian Railways.

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. 2012/CEDO/SD/RS/05 New Delhi, Dated 27.08.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD for 24-Axle Special wagon for M/s BHEL, Trichy in empty condition to Drg. No. RSD-6370-202 Alt.6.

Ref : Your office letter no. CT/DG/CS/SBFW/BHEL, dated 03.07.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD for 24-Axle Special wagon for M/s BHEL, Trichy in empty condition to Drg. No. RSD-6370-202 Alt.6.

The design of above 24-Axle Special wagon, infringes :

(i) **Clause 17-** Maximum distance apart of bogie centres for bogie vehicle by 8259mm (i.e. 23500mm instead of 15241mm)

(ii) **Clause 19(b)** - maximum length of body or roof for bogie vehicles by 20160 mm (i.e 41500mm instead of 21340mm).

(iii) **Clause 20(b)** - maximum length over side buffers of bogie vehicles by 20470 mm (i.e 42770mm 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 with Board's comments as under :

"Special instructions, for the movement of wagon, may be incorporated in the Speed Certificate to be issue by RDSO."

(आलोक कुमार) 27.8.12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SD/RS/05 New Delhi, Dated 27.08.2012

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. 17013/02/2012- टी.डब्लू. dated 07.08.2012.
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Executive Director/Track-I, RDSO, Lucknow.
(v) EDME (Fr.), Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार) 27/8/12
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Signature
जारी की तिथि
Date of issue

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

No.2012/CEDO/SD/17 New Delhi, Dated 27.08.2012

The General Manager,
East Central Railway,
Hajipur.

Sub : Condonation of infringement of Dimensions in the FOB at Patliputra Station in Danapur Division of East Central Railway in connection with Danapur/ Phulwarisharif - Patliputra new lines under Ganga Rail - cum- road bridge project.

Ref : East Central Railway's letter no. ECR/CAO/W/CRS/Insp, dated 02.07.2012.

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 of Dimensions in the FOB at Patliputra Station in Danapur Division of East Central Railway in connection with Danapur/ Phulwarisharif - Patliputra new lines under Ganga Rail - cum- road bridge project, as shown in Form-XVII enclosed with above referred letter and with Board's comments as under :

"(i) There is a infringement to Schedule of Dimentions even in new work.

(ii) Proper lighting should be ensured near the FOB, where infringement exist."

27.8.12

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

No.2012/CEDO/SD/17 New Delhi, Dated 27.08.2012

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.11012/02/2012-त.वि. dated 10.08.2012
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 700 001 w.r.t. letter no. 3/IV/Infringement/12/178/H, dated 04.07.2012.
3. ED(Works), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक / एंक्लोसर जारी
Issued with Enclosure

27.8.12

(आलोक कुमार)
संयुक्त निदेशक, रेलवे बोर्ड

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

No. 2012/CEDO/SD/IRSOD/O/2 New Delhi, Dated 27.08.2012

The General Manager,
All Zonal Railways.

Sub : Clarification regarding raising of track by 20mm under FOBs/ROBs in territories either electrified or identified for electrification on 25 KV AC.

Ref : (i) Board's letter no. 2007/RE/161/5/FTS-774, dated 12.10.2011

(ii) Item no. 1.3.2 of the Proceedings of PCEs' Seminar held on 24th & 25th November 2011 at IRICEN, Pune.

Vide reference (ii) above, clarification have been asked by the Zonal Railways regarding raising of track by 20mm under FOBs/ROBs in territories which are either electrified or identified for electrification on 25 KV AC. In this reference, IRSOD Para 10(c) of Schedule-I Chapter-I, as per ACS No. 7, dated 14.03.12 alongwith Para 9 & 10 of Chapter-II (Station Yards) of IRSOD need to be referred.

The matter has been examined in Board's office and in partial modification to the letter vide reference (i) above, it is clarified that the dimensions given in above referred Para of IRSOD 2004 include track raising margin of 20mm and action may be taken by the field personnel accordingly. However, it shall be ensured that track shall not be further raised, if existing head room (clearance between rail level and bottom of FOB/ROB) is less than 'X' where 'X' = 'Dimension given in IRSOD for various situations under respective Para' minus '20mm'.

This is issued with the approval of Board (ML & ME).

27.08.12

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

Copy forwarded for information and necessary action to :

1. Adviser/RE, Railway Board, New Delhi.
2. PCEs & CEEs of all Indian Railways.
3. EDCE/P, Railwaqy Board, New Delhi

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

No.2012/CEDO/SD/16

New Delhi, Dated 24.08.2012

The General Manager,
Eastern Railway,
Kolkata.

Sub : Condonation of infringement for railing of steps/escalator for entering into subway on platform no. 1 & 2 at New Garia Halt Station in Sealdah - Baruipur section of Sealdah Division in connection with Metro Railway connectivity at New Garia Metro Railway Station.

Ref : Eastern Railway's letter no. W(3)591/4 Vol.II, dated 23.07.2012.

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 railing of steps/escalator for entering into subway on platform no. 1 & 2 at New Garia Halt Station in Sealdah - Baruipur section of Sealdah Division in connection with Metro Railway connectivity at New Garia Metro Railway Station, as shown in Form-XVII enclosed with above referred letter.

24.8.12

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

No.2012/CEDO/SD/16

New Delhi, Dated 24.08.2012

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. क्यू11012/03/2012-टी.डब्लू. dated 10.08.2012
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 700 001 w.r.t. letter no. 607/13/VIII/Infringement/12/599/H, dated 24.07.2012.
3. ED(Works), Railway Board, New Delhi.

24.8.12

(आलोक कुमार)
कृते सचिव, 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.....

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue 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/SD/18 New Delhi, Dated 24.08.2012

The General Manager,
Southern Railway,
Chennai.

Sub : Condonation for grade infringement near Shoranur bye - pass Cabin A & B and lesser track spacing between roads 7 & 8 in Shoranur yard; reg.- Doubling of track between Shoranur and Mangalore Central - Proposed yard arrangements at Shoranur Jn. in Palakkad Division of Southern Railway.

Ref : Southern Railway's letter no. W.573/J/14/Vol.IV, dated 27.06.2012.

Vide letter referred above, Board's sanction has been sought for condonation for grade infringement near Shoranur bye - pass Cabin A & B and lesser track spacing between roads 7 & 8 in Shoranur yard; reg.- Doubling of track between Shoranur and Mangalore Central - Proposed yard arrangements at Shoranur Jn. in Palakkad Division of Southern Railway.

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

"SIP & SWR may be made available to examine the proposal."

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

24/8/12

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

Copy forwarded for information & n/a :

1. Chief Plg. & Dev. Engineer, Southern Railway, Chennai.

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

No. 2007/CEDO/SD/O

New Delhi, dated 23.08.2012

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

Kindly refer to Board's letter of even no. dated 19.04.2012, wherein RDSO was requested to finalise the draft document of IRSOD 2012 in terms of Board's earlier letter, dated 30.06.2012 by the 1st May, 2012.

Evern after four months draft document of IRSOD 2012 is still awaited.

Kindly expedite the reply, so that the complete document for IRSOD 2012 (soft as well as hard copies) may please be sent to railway Board by 31st August, 2012 for necessary approvals at Board's level.

(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



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.

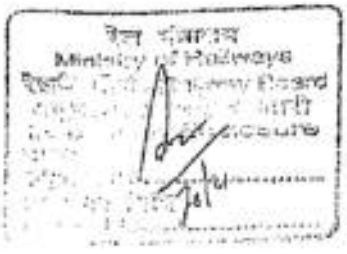
It is also desired by Board that the Para no. of various Chapters of IRSOD 2012 may be with prefixing the Chapter no., as has already been done in the document of SSOD for DFC, recently drafted by the Committee and is under approval of Railway Board.

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.



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

No.2012/CEDO/SD/15

New Delhi, Dated 23.08.2012

The General Manager,
Eastern Railway,
Kolkata.

Sub : Condonation for infringing gradient (1 in 200) at Asansol Yard in Khana - Sitarampur Section of Asansol Division in connection with RRI works at Asansol.

Ref : Eastern Railway's letter no. W(3)/591/4/Vol.III, dated 17.07.2012

Vide letter referred above, Board's sanction has been sought for condonation of infringing gradient (1 in 200) at Asansol Yard in Khana - Sitarampur Section of Asansol Division in connection with RRI works at Asansol.

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

"Now SIP & SWR may be made available by CE Dte. to enable examination of the proposal."

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

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

Copy forwarded for information & n/a :

1. Chief Planning & Design Engineer, Eastern Railway, Kolkata.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड की
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. 2012/CEDO/SD/IRSOD/O New Delhi, dated 23.08.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

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

Ref : Board's letter of even no. dated 21.05.2012.

With reference to above, RDSO was requested to examine the issue related to minimum distance between centre to centre of tracks and sent to Board with comments of TI & Signal Directorates of RDSO's for further necessary action.

Evern after three months comments/recommendations of RDSO are still awaited.

Kindly expedite the reply.

Enclosure : As above.

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

Copy for informantion to :

AM/Electrical, Railway Board, New Delhi

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

c/c

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."

You 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

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

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/SD/IRSOD/O/1 New Delhi, dated 23.08.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 for matters related to clearance of any building or longitudinal boundary fence: ACS-8 to IRSOD.

Ref : Board's letter of even no. dated 23.07.2012.

With reference to above, RDSO was requested to examine the issue related to clearance of any building or longitudinal boundary fence through ACS-8 to IRSOD.

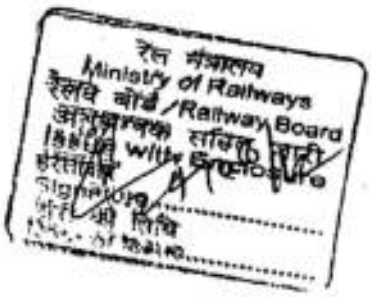
Evern after one month comments/recommendations of RDSO is still awaited.

Kindly expedite the reply.

Enclosure : As above.

23.8.12

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



O/C

FTS-94100/2012

No.2011/CEDO/SD/17/O/Pt.
(FTS no. 34278)

Sub : Preparation and finalisation of document for 'Standard Schedule Of Dimensions (SSOD) for DFCs'.

Board (ME, MT, MM & CRB) had approved Committee of EDCE/G, ED/Track-I/RDSO, EDCE/P, EDME/Fr, EDTT/S and Director/ Infrastructure/DFFCIL for finalisation of 'Standard Schedule Of Dimensions (SSOD) for Dedicated Freight Corridors on Indian Railways'.

After detailed delebration and examination by the concerned Experts, the nominated Committee finalised the "Document on SSOD for DFCs" and it was processed by EDCE/G for Board's approval on 09.04.2012.

Even after 4½ months, the file is shuttling mostly in Safety Dte & Traffic Dtes., due to which Board's approval on the document is not getting possible.

Position was put up on 08.08.12 for perusal of ME & CRB (copy enclosed). This was, however, sent to MT by ME. Even after 10 days, the case is still pending in Traffic Dtes.

Submitted for kind perusal and instruction to the concerned Directorates please.

EDCE(G)
21.08.2012

- AM/CE
- ME
- CRB

FTS - 89536

No.2011/CEDO/SD/17/O/Pt.
(FTS no. 34278)

Sub : Preparation and finalisation of document for 'Standard Schedule Of Dimensions (SSOD) for DFCs'.

Board (ME, MT, MM & CRB) had approved Committee of EDCE/G, ED/Track-I/RDSO, EDCE/P, EDME/Fr, EDTT/S and Director/ Infrastructure/DFFCIL for finalisation of 'Standard Schedule Of Dimensions (SSOD) for Dedicated Freight Corridors on Indian Railways'.

After detailed delebration and examination by the concerned Experts, the nominated Committee finalised the "Document on SSOD for DFCs" and it was processed by EDCE/G for Board's approval on 09.04.2012.

Even after four months, the file is shuttling mostly in Safety Dte & Traffic Dtes., due to which Board's approval on the document is not getting possible

Submitted for kind perusal and instruction to the concerned Directorates please.

8.8.12

EDCE(G)
08.08.2012

- AM/CE
- ME
- CRB

FTS- 94107/2012

No.2011/CEDO/SR/17/O.
(FTS no. 10632)

Sub : Policy Circular no.7- For sanction of sectional speed on Indian Railways.

Policy Circular no. 7 on the subject of "Opening of Sections and Sanction of Sectional Speed on Indian Railways" was prepared in Railway Board and after consultation with CCRS and detailed examination by Adv.(Safety), it was processed for Board's approval.

The document was examined by the concerned directorates in Board, including Adv.(Safety) and accordingly, approval was accorded by MM, ML, MT & ME. Afterwards, it was sent by ME to CRB on 17.07.12.

Even after five weeks, the file is again pending in Traffic Directorate (although already approved by MT) due to which CRB's approval on the document is getting delayed, although it is already been approved by MM, ML, MT & ME .

Position was put up on 13.08.12 for perusal of ME & CRB (copy enclosed). This was, however, sent to MT by ME. Even after one week, the case is still pending in Traffic Dtes.

Submitted for kind perusal and instructions to the concerned Directorates please.

EDCE(G)
21.08.2012

- **AM/CE**
- **ME**
- **CRB**

FTS - 91352

No.2011/CEDO/SR/17/O
(FTS No. 10632)

Sub : Policy Circular no. 7 - "Opening of Sections and Sanction of Sectional Speed on Indian Railways"

Policy Circular no. 7 on the subject of "Opening of Sections and Sanction of Sectional Speed on Indian Railways" was prepared in Railway Board and after consultation with CCRS and detailed examination by Adv.(Safety), it was processed for Board's approval.

The document was examined by the concerned directorates in Board, including Adv.(Safety) and accordingly, approval was accorded by MM, ML, MT and ME. Afterwards, it was sent by ME to CRB on 17.07.12.

Even after four weeks, the file is again pending in Traffic Directorate (although already approved by MT) due to which CRB's approval on the document is getting delayed, although it has already been approved by MM, ML, MT & ME.

Submitted for kind perusal and instructions to the concerned Directorates please.

EDCE(G)
13.08.12

- AM/CE - On tour
- ME
- CRB

FTS No. 93718

No. 2011/CEDO/SR/16/O

Sub : Master Plan for Double Stack Container Trains.

Ref : AM(Planning)'s note, dated 09.08.12 (FTS No.91001)

Reference above, the matter was discussed on 09.08.12 and the background note for the Committee was also shown, a copy of which is enclosed herewith. You also agreed that the referred committee is not for drafting the Master Plan for Double Stack Container Trains.

The Committee of EDCE(P), EDTT(S), EDME(Fr.) and EDCE(G) was formed on the initiation of Civil Engineering Directorate based on nomination by ME, MT & MM. The committee was also to discuss the issues which were asked to be given by AM/Traffic as per MT/CRB's note, dated 11.05.11 to him (copy enclosed). The feedback/input on these issues has still not been received from AM/Traffic.

As far as the referred issue of Master Plan for Double Stack Container Trains is concerned, the reply & inputs have to be given by Traffic & Planning Directorate in consultation with Zonal Railways, as asked by MT/CRB on 11/05/11 and Civil Engg. Directorate is not having any role on this subject.

As far as report of the referred Committee is concerned, the draft matter has been circulated to all the members of committee for their valuable inputs, so that the report may be finalized and submitted to Board at the earliest.

The details are for your kind perusal and in reference to your note mentioned above.

Enclosures/As Above

17.8.12

EDCE(G)
17.08.12

o/c

17/8/12 **AM/Planning**

SN.41

Sub: Movement of double stack container on IR.

*****

In the perspective of movement of double stack container on IR, I would like following actions to be taken.-

(i) The Corporate Plan of Indian Railways for movement of double stack container trains should be prepared. The Plan should be prepared in consultation with Zonal Railways and a copy of the same should be sent to Civil Engineering Directorate for record.

(ii) A copy of specifications of ISO containers should be sent to Civil Engineering Directorate for record.

(iii) It should be verified from concerned Zonal Railway that, after taking condonation for IRSOD, the Railway has obtained CRS's sanction for movement of single or double stack container trains and the position has been intimated to Civil Engineering Directorate of Railway Board for record.

In addition to these, the suggestions in regard to any amendment proposed in the **Policy Circular No. 6** for smooth running of trains on IR should also be prepared and put up to Board separately.

11/5/11

M.T./C.R.B
11.05.11

A.M. (Traffic)

Case No. 2011/CEDO/SR/16/O

Sub : Policy regarding running of containers on Indian Railways System.

1. Case file no. 2011/CEDO/SR/04 was put up to Board for condonation of infringements to IRSOD 2004 for movement of Double Stack Container of 2896mm (9½') high each on existing BG low platform bogie container flat wagon type BLCAM/BLCBM on specified route (i.e. Gurgaon-Rewari section) of Northern Railway (sanction issued on 20.5.11 vide SN-3). Copy of the noting sheets pp-2 to pp/9 of this file is placed at SN/2.

2. Extract of these notings vide para 16, 17, 18 (SN-2/3 & SN-2/4) are as under :

"16. In the total scenario for operation of double stack container, the following points are worth mentioning and need thoughtful consideration :

(1) Railway Board has condoned the infringements to IRSOD 2004 for BLC, BLCA/BLCB and BLCAM/BLCBM flat wagons for operation of 8½' high and 9½' high single & double stack containers, as applied by RDSO from time to time.

(2) Route specific sanction for condonation to infringements w.r.t. IRSOD were also communicated by Railway Board on the applications of RDSO received through CCRS without any observations from him.

(3) Routes identified presently or in future as per Corporate Plan of IR for movement of double stack containers are not available on record.

(4) Dimensions, type and other specifications of ISO containers which need to be followed by the container operators and checked/ensured by Indian Railways are not available on record.

(5) After taking condonation for IRSOD from Railway Board whether CRS sanction has been taken by respective Railways for movement of single or double stack containers on their Railways is also not in the knowledge of Railway Board.

17. Therefore, it would be desirable that detailed instructions on above-mentioned issues are formulated and ensured by concerned Directorates in Railway Board and clarity of Railways' vision in this direction is communicated to all Zonal Railways alongwith the container manufacturers & operators.

18. Railway Board's further role should be limited to the extant practice & instructions on condonation to infringements for IRSOD and subsequently for first time running of rolling stocks. Accordingly,

(1) Railway Board should identify and communicate the routes on Indian Railways for operation of single & double stack containers with detailed specifications of various types/sizes/ categories of containers.

(2) Railway Board should sanction condonation to infringement w.r.t. IRSOD for the rolling stock or in case of container operation, alongwith the payload, i.e. with very specific mention of dimensions and specifications of containers.

(3) Railway should apply to Railway Board through CCRS for sanction of only first time running of the rolling stock or with the approved payload in

the form of specific containers, giving details of sections/routes in the prescribed formats.

(4) Subsequent sanction for running of the rolling stock with the sanctioned payload dimensions of containers should be processed by Zonal Railways to their respective CRSs."

3. While the proposed sanction to condonation for the specific rolling stock with 9½' high Double Stack Container on specified route of NR was accorded by Railway Board (SN-2/5 to SN-2/8) vide letter, dated 20.5.08 (SN-3), the above mentioned Para 16 to 18 were also agreed/approved by Board.

4. Further, MT/CRB vide his note, dated 11.5.11 (SN/4) has also asked AM/Traffic for following actions :

"(i) The Corporate Plan of Indian Railways for movement of double stack container trains should be prepared. The Plan should be prepared in consultation with Zonal Railways and a copy of the same should be sent to Civil Engineering Directorate for record.

(ii) A copy of specifications of ISO containers should be sent to Civil Engineering Directorate for record.

(iii) It should be verified from concerned Zonal Railway that, after taking condonation for IRSOD, the Railway has obtained CRS's sanction for movement of single or double stack container trains and the position has been intimated to Civil Engineering Directorate for record."

5. While sanctioning the proposed condonation to IRSOD, Member Engineering vide SN-2/8 agreed for nomination of a committee of EDs of Traffic, Civil Engg. & Mechanical Engg. Directorates of Railway Board for addressing the above mentioned issues and formulating proper guidelines related to container movement on IR system.

In view of the above, Member Traffic, Member Mechanical and Member Engineering are requested to kindly nominate the concerned EDs accordingly.

EDCE(G) 8-7-11

- AM/CE 18/7/2011
- Member Traffic — EDTT/S is nominated as a Member of the Committee for comprehensive appraisal in respect of all aspects relating to double stack containers. 6/8/11 19/8
- Member Mechanical — Board/Std is nominated (CRB as MT 24/8/11) 282/mm 24/8
- Member Engineering 24/8 — EDCE/P is nominated. 24/08/11

EDCE/G.

pp/3

In terms of approval of Board (MT, MT & ME) vide pp/3, notification vide SN/side is being issued.

May kindly peruse and approve.

30.8.11
EDCE(G)

AM/CE.

Since EDCE(G) deals the subject of CRS sanction, it is proposed that EDCE(G) can also be a member in addition to EDCE(P) May kindly approve.

30/8/2011

ME

O.K. EDCE(G) to be a member of the Committee.
01.09.11

AM/CE

01/9/2011

EDCE(G)

DDCE-IV Please issue the letter accordingly

1.9.11
EDCE(G)

SN-7 (ISSUE) 01.9.2011 RK

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

No. 2012/CEDO/SR/08

New Delhi, dated 16.08.2012

The General Manager,
Central Railway,
Mumbai- C.S.T.

Sub : Running of "BG 8 Wheeler self propelled Over Head Equipment (OHE) Inspection Car" of diesel hydraulic under slung type manufactured by M/s BEML Bangalore, having maximum axle load of 16.0 t to Drg. No. GR-1749 over all BG electrified sections & sections under electrification of Central Railway up to maximum speed of 105 kmph.

Ref : Your office letter no. W.456/Y-3/BR/II, dated 13.06.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "BG 8 Wheeler self propelled Over Head Equipment (OHE) Inspection Car" of diesel hydraulic under slung type manufactured by M/s BEML Bangalore, having maximum axle load of 16.0 t to Drg. No. GR-1749 over all BG electrified sections & sections under electrification of Central Railway up to maximum speed of 105 kmph or at sectional speed whichever is less, subject to terms and conditions as given in RDSO's Speed Certificate and Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

16.8.12

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

No. 2012/CEDO/SR/08

New Delhi, dated 16.08.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Mar Lucknow -226001 w.r.t. his endorsement no. क्यू 11020/1/2012- टीऽक्यू, dated. 31.07.2012.
2. General Manager, All Indian Railways (except Central Railway).
3. Commissioner of Railway Safety, All circles.
4. Senior Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDRE/P, Railway Board, New Delhi.

O/C

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

Please issue
16.8.12

16.8.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2012/CEDO/SR/07 New Delhi, dated 16.08.2012

The General Manager,
North Central Railway,
Allahabad

Sub : Running of "Work Site Tamper without flat car Model VPR-02M" manufactured by M/s Metex-JSC Moscow, having maximum axle load of 13 t over all BG sections of North Central Railway up to maximum speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle.

Ref : Your office letter no. 355-W/CRS/WST VPR-02M/All BG/NCR/Bridge, dated 13.06.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Work Site Tamper without flat car Model VPR-02M" manufactured by M/s Metex-JSC Moscow, having maximum axle load of 13 t over all BG sections of North Central Railway up to maximum speed of 50 kmph when running on its own power as well as when running in train formation as a dead vehicle or at sectional speed whichever is less, 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.

16.8.12

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

No. 2012/CEDO/SR/07 New Delhi, dated 16.08.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Mar Lucknow -226001 w.r.t. his endorsement no. क्यू 16011/01/2012- टीडब्लू, dated 17.07.2012.
2. General Manager, All Indian Railways (except North Central Railway).
3. Commissioner of Railway Safety, All circles.
4. Senior Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDTk/Mc, Railway Board, New Delhi.

O/C

Please Issue 16.8.12

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

16.8.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/11

New Delhi, Dated 16.08.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation for grade infringement in Vijayawada (BZA) yard on Gudur end-regarding modifications to BZA yard in liew 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 in BZA Division South Central Railway.

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

With regards to the letter under reference, It has observed that :

"Engineering Plan shows 2 new cross over (101 and 102) proposed to be inserted between Up and Dn lines and 3rd line and Dn line at CH 1080 - 1252.5 mts. and CH 1026 - 1183 mts. As per the Engineering Plan, at the cross over point, there is change of gradient from 1 in 165 to 1 in 420 falling towards the BZA station on the Up and Dn lines and 1 in 184 to 1 in 420 falling towards the BZA station on the 3rd line.

In terms of Chapter II, Para 2(d) of IRSOD,2004, there must not be a change of grade within 30 mtrs of any points or crossings, except in the case of hump yards."

Railway may revise the proposal accordingly.

(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.....

O/C

FTS - 91180

Case No. 2011/CEDO/SR/16/O

Sub : Policy regarding running of containers on Indian Railways System.

Ref : M.T./C.R.B's note, dated 11.05.2011

Please find enclosed herewith, copy of MT/CRB's note, dated 11.05.2011, wherein Traffic Dte. were asked to take action for items (i) to (iii) and position was to be intimated to Civil Engineering Directorate.

Kindly send the mentioned information.

EDCE(G) 7.8.12

DA : As above

AM/Traffic

13/8

SM.

Sub: Movement of double stack container on IR.

*****

In the perspective of movement of double stack container on IR, I would like following actions to be taken.-

(i) The Corporate Plan of Indian Railways for movement of double stack container trains should be prepared. The Plan should be prepared in consultation with Zonal Railways and a copy of the same should be sent to Civil Engineering Directorate for record.

(ii) A copy of specifications of ISO containers should be sent to Civil Engineering Directorate for record.

(iii) It should be verified from concerned Zonal Railway that, after taking condonation for IRSOD, the Railway has obtained CRS's sanction for movement of single or double stack container trains and the position has been intimated to Civil Engineering Directorate of Railway Board for record.

In addition to these, the suggestions in regard to any amendment proposed in the **Policy Circular No. 6** for smooth running of trains on IR should also be prepared and put up to Board separately.

11/5/11

M.T./C.R.B
11.05.11

A.M. (Traffic)

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

No. 2012/CEDO/SD/RS/04 (Duplicate) New Delhi, dated 06.08.2012

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Condonation of infringement to IRSOD of 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna, to RDSO Drg. No. MEMV-00 01/00, REV.01.

Ref : CCRS's office letters no. क्यू11027/8/2012-टी.डब्लू. dated 03.07.2012

Vide letter referred above, Commission has been forwarded RDSO's letter no. CT/DDL/DMU, dated 14.02.2012 for Board's condonation of infringement to IRSOD by 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna, to RDSO Drg. No. MEMV-00 01/00, REV.01 with following condition :

"Instructions related to movement of the machine on Points and Crossings/Turnouts and Diamond Crossings should be incorporated in the Speed Certificate 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 also be clearly mentioned in Speed Certificate."

However, while processing the proposal, it has been observed that :

"Why cannot it be 8 wheeler ? "

RDSO may kindly arrange to send the above clarifications for further processing of the case in Board.

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

Copy forwarded for information to :

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

SH/4

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

No. 2012/CEDO/SD/IRSOD/O/1 New Delhi, dated 23.07.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 for matters related to clearance of any building or longitudinal boundary fence; ACS-8 to IRSOD.

Board is considering modifications to IRSOD (BG) Revised, 2004, for matters related to clearance of any building or longitudinal boundary fence through ACS-8 to IRSOD (draft enclosed).

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

Copy of noting is enclosed herewith for details and ready reference.

Enclosure : As above.

23/7/12

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

olc

रेल मंत्रालय
Ministry of Railways
Signature.....
Date.....

ED/Track-I/RDSO, LKO

23/7/12

No. 2012/CEDO/SD/IRSOD/O/1

SN-01, Receipt

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 for matters related to Clearance of any building or longitudinal boundary fence-reg. ACS to IRSOD.

Ref : CAO(C)/ER Letter, dated 03.07.2012 (SN-1).

1. CAO(C)/ER (SN-1) has made a reference for minimum distance for horizontal clearance of any building or longitudinal fence from the face of the end passenger platform.

2. These items are covered in Para 7 of Chapter II (Station Yards) of at page 12 (SN-2) of Schedule I of IRSOD 2004. While Para 7(a) refers to minimum horizontal distance of any building on a passenger platform, Para 7(b) is related to passenger platform which is not an island platform. Thus, 7(a) refers to island platform and 7(b) for end platforms.

3. It is surprising to note that while the distances referred in Para 7(a) are w.r.t. centre line of track, those mentioned in Para 7(b) are from the face of platform coping, thus adding confusion to the users.

4. While clearances for end platforms have been kept more compared to island platforms, but no rationale for this additional distance could be located from the records available in Board and RDSO. Considering dimensions mentioned in Para 7(a) as base, i.e. 5330 mm from central line of track, these may be increased further by 1500mm for the end platforms with a view that permanent structures with more facilities to railway functioning and passengers could be provided at end platforms. Thus, the minimum horizontal distance for any building etc. at the end platforms should be 5330 + 1500 = 6830 mm.

5. Considering that in future an additional track may be laid setting back the end platform, an additional width of 5300 mm (centre to centre distance between two tracks) need to be added to the above dimension of 6830 mm. Thus, the recommended horizontal distance of any building etc. on the end platform works out to 12130 mm from centre line of track.

6. Thus, the two dimensions mentioned in Para 7(b) get revised as under w.r.t. centre line of track.

		Proposed w.r.t. centre line of track	Existing provisions w.r.t. distances from coping
(i)	Minimum	6830mm	5485mm
(ii)	Recommended	12130mm	10210mm

7. Further, as suggested by Eastern Railway, at passenger platforms of 'D', 'E' & 'F' category stations, where number of passengers are not too

much, such higher clearances may not be required for longitudinal boundary fence, because it will enhance the cost of construction as well as maintenance and also in case of high banks, the cost of construction of platforms on high embankment for this extra width will increase the cost abnormally alongwith constraint of land acquisition.

8. Therefore, it would be befitting, if the following matter is also added as (c), in the Notes below Item 7(b) as under :

(c) Item 7(b)(i) may further be reduced to 5330 mm in case of provision of longitudinal boundary fence at 'B', 'C', D', 'E' & 'F' category stations, subject to the stipulation that if any pucca construction of building/structure is done in future, provisions of Items 7(a) & 7(b) shall be followed.

9. With this background, it is proposed that the draft ACS no. 8, as placed at SN side may be agreed to and may be sent to RDSO for further examination and comments, if any, of the concerned Directorates and subsequently, may be circulated after approval of Board.

19/7/17
TA/EDCE(G)

EDCE(G) May kindly peruse and approve the modality.

19.7.17
EDCE(G)

AM/CE Appd.
20/7

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

No.2012/CEDO/SD/14 New Delhi, Dated 30.07.2012

The General Manager,
Western Railway,
Mumbai.

Sub : Condonation of infringements to (1) item no. 8(iii) (a) & (b) of Schedule-I, Chapter-I of IRSOD 2004, due electrification in Amalner - Dharangaon section (Part of Udhna - Jalgaon section) of Mumbai Division of Western Railway.

Ref : Western Railway's letter no. EL.92/12/C/3/2010/WA-1/Vol.11,dated 30.05.2012.

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 of infringements to (1) item no. 8(iii) (a) & (b) of Schedule-I, Chapter-I of IRSOD 2004, due electrification in Amalner - Dharangaon section (Part of Udhna - Jalgaon section) of Mumbai Division of Western Railway, as shown in Form-XVII enclosed with above referred letter and with Board's comments as under :

(a) BCM working shall not take place at these locations.

30.7.12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No.2012/CEDO/SD/14 New Delhi, Dated 30.07.2012

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. आर. 12022/01/2012-त.वि./241, dated 06.06.2012.
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. 221/297 dated 28.05.2012.
3. EDRE/P, Railway Board, New Delhi.

30.7.12
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

EAST CENTRAL RAILWAY

No.W.500/Condonation/CDB **Dhanbad, dt,27/.7./ 2012.**

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

Sub:- Supply of letter in connection with condonation for infringement of grade within station limit of Chaudhuribandh station of Dhanbad Division.

Ref:-1. CRS/E.Circle/KKK's stipulation No. 12/32/VIII/12/555/H(S) dt. 17.02.2012.

Condonation for infringement of grade within station limit have already been obtained from CRS/Railway Board for Chaudhuribandh station vide Rly. Board's letter No. 68/WDO/SD/49, dt.31.07/01.08.1968, under refernce.

However, the **above mentioned condonation letter are not available either in DHN divisional office or in carstwhile zonal HQ at Kolkata.**

Now, CRS/Eastern circle has asked for copy of above condonation letter in connection with CRS sanction of panel Interlocking & Yard remodeling works.

Therefore, sir, it is requested that necessary arrangement may kindly be made **to supply the copy of the letter for condonation for the Chaudhuribandh station.**

Sr. S.K.Singh, JE/Drg./Dhnabad shall be attending your good office to collect the photo copy of the letter as mentioned above.

With regards.

Sr. Divisional Engineer(Co-Ordn.)
East Central Railway/Dhanbad.
27/7/12

Shashi Kant Singh
Signature of Sri S.K.Singh,
J.E/Drg./DHN.

Attested.

Copy to:- CE/W/HJP with request to kindly pursue the matter at his end also.

Sr. Divisional Engineer(Co-Ordn.)
East Central Railway/Dhanbad.

Shashi Kant Singh
M.No. 9430110625
J.E/Drg.
E.C.Rly/DHN.

Drawing M -7 P-385

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

No.2012/CEDO/SD/11 New Delhi, Dated 24.07.2012

The General Manager,
South Central Railway,
Secunderabad.

Sub : Condonation for grade infringement in Vijayawada (BZA) yard on Gudur end-regarding modifications to BZA yard in liew 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 in BZA Division South Central Railway.

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

With regards to the letter under reference, Advisor/Signal has observed as under :

"Engineering Plan shows 2 new cross over (101 and 102) proposed to be inserted between Up and Dn lines and 3rd line and Dn line at CH 1080 - 1252.5 mts. and CH 1026 - 1183 mts. As per the Engineering Plan, at the cross over point, there is change of gradient from 1 in 165 to 1 in 420 falling towards the BZA station on the Up and Dn lines and 1 in 184 to 1 in 420 falling towards the BZA station on the 3rd line.

In terms of Chapter II, Para 2(d) of IRSOD,2004, there must not be a change of grade within 30 mtrs of any points or crossings, except in the case of hump yards."

Railway may kindly send their remarks on Advisor/Signal's observations at the earliest .

24/7/12

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

रेल मंत्रालय
Ministry of Railways
Railway Board
25/07/12 Enclosure

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

No. 2012/CEDO/SD/IRSOD/O/1 New Delhi, dated 23.07.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Proposed modifications in IRSOD (BG) Revised, 2004 for matters related to clearance of any building or longitudinal boundary fence: ACS-8 to IRSOD.

Board is considering modifications to IRSOD (BG) Revised, 2004, for matters related to clearance of any building or longitudinal boundary fence through ACS-8 to IRSOD (draft enclosed).

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

Copy of noting is enclosed herewith for details and ready reference.

Enclosure : As above.

23/7/12

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Signature
जारी की तिथि
Date of Issue

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

No. 97/CEDO/SR/14

New Delhi, Dated 17.07.2012

The General Manager,
South Western Railway,
Hubli.

Sub : IRSOD, 2004 for matters related to connection of siding to a goods line in gradient 1 in 100.

Ref : CTE/SWR's letter no. SWR/W.300/SOD/38380, dated 14.05.2012

In reference to the letter mentioned above, it is to clarify that where only goods trains are in operation, for taking off siding from a location in gradient 1 in 100, condonation to the provisions of IRSOD, Revised 2004 is required from Railway Board, which should be processed through CRS/CCRS alongwith the prescribed documents.

Railway may take necessary action accordingly.

17.7.12

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

O/c

रेल मंत्रालय
Ministry of Railways
Railway Board
Issued with Enclosure
Signature
जारी की तिथि
Date
7807

17/7/12

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

No.2012/CEDO/SD/12

New Delhi, Dated 05.07.2012

The General Manager,
Eastern Railway,
Kolkata.

Sub : Condonation for longitudinal boundary fencing on new end platform at Betberia Ghola Halt Station in connection with doubling between Ghutiari Shariff & Canning in Sealdah Division of Eastern Railway.

Ref : Eastern Railway's letter no. W/3/591/2/Vol.II, dated 30.05.2012.

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 of infringement to horizontal clearance for longitudinal boundary fencing on new end platform at Betberia Ghola Halt Station in connection with doubling between Ghutiari Shariff & Canning in Sealdah Division of Eastern Railway, as shown in Form-XVII enclosed with above referred letter and with Board's comments as under :

(i) Temporary condonation and can be removed after removal of encroachment for one year, i.e. upto end of July 2013."

(ii) No vending Trolleys or kiosks projecting beyond platfor shed column shall be permitted on the platform.

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

No.2012/CEDO/SD/12

New Delhi, Dated 05.07.2012

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. आर 12022/01/2012-तवि. dated 06.06.2012.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 700 001 w.r.t. letter no. 610/IV/Infringement/12/301/H, dated 04.06.2012.
3. ED(Works), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 97/CEDO/SR/14

New Delhi, dated 03.07.2012

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

Sub : IRSOD, 2004 for matters related to connection of siding to a goods line in gradient 1 in 100.

Ref : CTE/SWR's letter no. SWR/W.300/SOD/38380, dated 14.05.2012

Vide letter referred above, CTE/SWR, has sought clarification regarding matters related to connection of siding to a goods line in gradient 1 in 100 as under :

"On section where only goods traffic is operational, for taking off a siding from a location in gradient 1 in 100, whether Railway Board's condonation is required or not. In case condonation is required, as to whether application to Board is required to be sent through CRS/CCRS or it can be sent directly without having routed through CRS, since only goods trains are being operated in the section."

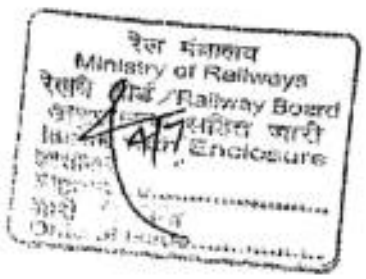
You may, therefore, please get the same examined and send the case with RDSO's comments/recommendations to Board for further necessary action, if any.

Enclosure : As above.

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

Copy forwarded for information to :

1. General Manager, South Western Railway, Hubli, w.r.t. letter no. SWR/W.300/SOD/38380, dated 14.05.2012.



SOUTH WESTERN RAILWAY

Headquarters Office,
Works Branch,
Club Road, Keshwapur,
Hubli-580 023.

No.SWR/W.[illegible]/38380

Dt.:14.05.2012.

CE (G),
Railway Board,
NEW DELHI.

Sub: Connection of a siding to a goods line in gradient 1 in 100.
Ref : Indian Railway Schedule of Dimension (Revised), 2004.

....

As per Advance Correction Slip No.1 to Indian Railway Schedule of Dimension, 1676 mm gauge (BG) Revised 2004 issued under letter No.97/CEDO/SR/14 of 17.03.2006, under Chapter-II Station yards, item No.2 (a), it is stated that no station yard should be constructed nor should any siding join a passenger line on a sleeper gradient than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board obtained through the Commissioner of Railway Safety when a slip siding or other arrangement is made sufficient to prevent accident.

In this connection, it may please be clarified that on section where only goods traffic is operational, for taking off a siding from a location in gradient 1 in 100 whether Railway Board's condonation is required or not. In case condonation is required, it may please be clarified as to whether application to Board is required to be sent through CRS/CCRS or it can be sent directly without having routed thrpugh CRS, since only goods trains are being operated in the section.

(VIJAY AGRAWAL)
Chief Track Engineer

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

No. 2007/CEDO/SD/O

New Delhi, dated 03.07.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Enhancement of Speed limit of DC retrofitted EMU rakes from 80 kmph to 100 kmph.

Ref : GM/CR's letter no. L.531.P.08, dated 25.06.2012

Vide letter referred above, GM/CR has requested to expedite the approval of proposals which have already been sent to RDSO for issuing speed certificate for retrofitted by AC-DC EMUs fitted with air springs to 100 kmph.

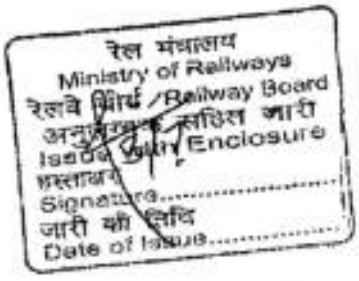
You may, therefore, please get the same expedited.

Enclosure : As above.

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

Copy forwarded for information to :

1. Senior Executive Director (Motive Power), RDSO, Manak Nagar, Lucknow
2. General Manager, Central Railway, CST,Mumbai.



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

No. 2012/CEDO/SR/06 New Delhi, Dated 02.07.2012

The General Manager,
North Western Railway,
Jaipur.

Sub : Permission for running of rake consisting of 13 nos. BG High Capacity AC EOG Double Decker Chair Car Coaches (width 3050 mm) fitted with pneumatic suspension at the secondary stage on Fiat Bogies and 2 nos. BG LHB Generator Van, hauled by single WDP4/WDP4B class of locomotive on Rewari - Jaipur section of North Western Railway.

Ref : Your office letter no. HQ/W/551/161, dated 09.05.12, 13.06.12 & 15.6.12.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of rake consisting of 13 nos. BG High Capacity AC EOG Double Decker Chair Car Coaches (width 3050 mm) fitted with pneumatic suspension at the secondary stage on Fiat Bogies and 2 nos. BG LHB Generator Van, hauled by single WDP4/WDP4B class of locomotive on Rewari - Jaipur section of North Western Railway at a maximum permissible speed of 110 kmph or at sectional speed whichever is less, subject to terms and conditions as given in RDSO's Speed Certificate and North Western Railway's revised Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letters and with Board's comments as under :

"The speeds will be as per revised Joint Safety Certificate no. HQ/W/551/161, dated 08.06.2012 and North Western Railway's letter no. HQ/W/551/161, dated 13.06.2012."

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

No. 2012/CEDO/SR/06 New Delhi, Dated 02.07.2012

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Mar Lucknow -226001 w.r.t. his endorsement no. Q.13011/06/2012-T.W. dated. 16.06.12.
2. General Manager, All Indian Railways (except North Western Railway).
3. Commissioner of Railway Safety, All Circles.
4. Senior Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुभाग अधिकारी
Section Officer
Enclosure

o/c

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड