2018

Pt-1

2018/CEDO/SP/25

S. No.

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 223[illegible]8 (P&
N.E.Rly. 31-140, N.Rly. 23-2
फैक्स/Fax-0522-2233095, 22330
E-mail: chiefcom@rediffmail.co

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16,अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPU
16, Ashok Marg, Lucknow-226 001

संख्या-क्यू. 11020/01/2018-19-तoविo

दिनांक: 09.07.2018

सेवा में,

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

विषयः Condonation of infringement of track centre of 4720 mm in extension/remodeling of Jaipur Yard.

संदर्भः रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या- 221/284 दिनांक 26.06.2018

The above subjected case, received from Commissioner of Railway Safety, Western Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following conditions:-

1. Prohibition of slewing of track of line number 7 to 11.
2. Not permitting the use of Ballast Cleaning Machine in the zone of infringement.
3. Painting of infringing structures between the lines by special hatching in orange & black to make them distinctly visible.
4. Measuring, recording and taking corrective action wherever required every year or after every major maintenance work whichever is earlier.

DCE/G

11/7

This has the approval of Chief Commissioner of Railway Safety.

09/07/2016

(इन्दु रानी दुबे)
उप रेल संरक्षा आयुक्त (परिचालन)

संलग्नकः उपरोक्त ।

प्रतिलिपि प्रेषित- रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई।

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

सं.2017/CEDO/SD/25

New Delhi, Dated 12.07.2018

The General Manager,
North Western Railway,
Jaipur.

विषय : Condonation for infringement of track centre of 4720mm in extension/remodelling of Jaipur Yard of Jaipur Division of North Western Railway.

संदर्भ : NWR's letter no. NWR/HQ/S&C/443377521, dated 04.06.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, North Wester Railway, Jaipur.
2. ED(Works), Railway Board.

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
जारी करने की तारीख
Date of Issue 16/7/18

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

सं.2018/CEDO/SD/24

New Delhi, Dated 12.07.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation for infringement for existing gradients of 1 in 167, 1 in 196. 1 in 194 and 1 in 178 (steeper than 1 in 260) in Rajkharswan Bypass Line at Rajkharwan West Outer Cabin and South Outer Cabin Yard at Km. 293.516 (from Howrah)(West Outer Cabin) and Km. 297.282 (from Howrah) (South Outer Cabin) of Chakradharpur Division of South Eastern Railway in connection with Rajkhaswan – Chakradharpur third line project.

संदर्भ : SER's letter no. Works/AC/Gradient/CKP-Divn/Part-6, dated 30.04.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

Prem Sagar
12/07
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, South Eastern Railway, Kolkata.
2. ED(Works), Railway Board.

9/c

Issue with Disclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290,
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

e ऑफिस 4415991, 2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू.11019/02/2018–19–तo वि0 दिनांक: 26.06.2018

सेवा में,

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

विषय: Condonation of existing gradient of 1 in 167, 1 in 196, 1 in 194 and 1 in 178 (steeper than 1 in 260) in Rajkharswan Bypass Line at Rajkharswan West Outer Cabin and South Outer Cabin yard at km. 293.516 (from Howrah) [West Outer Cabin] & km. 297.282 (from Howrah) [South Outer Cabin] of Chakradharpur division of South Easter Railway in connection with Rajkharswan-Chakradharpur their line project.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–361 दिनांक 19.06.2018

The above subjected case forwarded by Commissioner of Railway Safety, South Eastern Circle, Kolkata vide letter under reference is hereby forwarded for necessary action with the following stipulations:

1. No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in para 5.20 of G&SR.
2. Shunting shall be supervised by person as specified in para 5.13 & 5.14 of G&SR.
3. While shunting, it shall be ensured that visibility is clear and weather is fair.
4. Hand and lose shunting is strictly prohibited.
5. Stabling of vehicles on non-isolated lines of the yard is not permitted without live engine attached and proper securing of vehicle.
6. During attachment and detachment of Locomotive, Wagon of the train shall be properly secured.
7. The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Pane/VDU.
8. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.
9. Gradient shall be jointly measured every six months and recorded.
10. The SWR of the station shall duly contain above provisions.

This issues with the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।

प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता ।

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

सं. 2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 12.07.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : SSOD of DFCCIL-Amendment for Western Corridor.

Ref : DFCCIL letter no. HQ/EL/SOD/Pt.IV, dated 11.07.2018.

GGM/EL/TS, DFCCIL, has sent a revised proposal w.r.t. RDSO's letter no. CT/DG/LW/DFC, dated 04.07.2018 for issuing correction slip in DFCCIL SSOD to Western Corridor (copy of relevant papers enclosed).

RDSO is requested to examine the same and send the draft correction slip for further necessary action.

This may be treated as **"MOST URGENT".**

Encl: As above

Prem Sagar
12/07/18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

1. Copy forwarded for information and necessary action to the Executive Director (Track), RDSO, Manak Nagar, Lucknow
2. Copy for information to :
   Managing Director and Director/Infra, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi-110001.



SN-51

डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन ऑफ़ इंडिया लि.
Dedicated Freight Corridor Corporation of India Limited
(भारत सरकार का उपक्रम)
(A Govt. of India Enterprises)
5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi -110001

No.: HQ/EL/SOD/Pt. IV

Dated: 11.07.2018

To,
Executive Director/CE/G
Railway Board,
Rail Bhawan,
New Delhi.

Kind Attn: Shri Prem Sagar Gupta, Executive Director/CE (G)

Sub: Issue of Addendum & Corrigendum Slip (ACS) no. 5 to SSOD for Western Corridor of DFCCIL, 2013.

Ref: 1) RDSO letter no. CT/DG/LW/DFC, Dtd-04.07.2018.
2) This office letter of even no., Dtd-04.06.2018 & 05.06.2018

1.0 With reference to letter under ref. 1), the issue was scrutinized at DFCCIL. Accordingly, para 8.5.2 and 9.2.3 (ii) of letter ref. 2) is modified as under:

1.1 Para 8.5 (Buildings and Structures) (page-31):

SN	WDFC SSOD Para No	Existing provision		Amendment proposed		Remarks
		Item	Dimension	Item	Dimension	
2	8.5.2	From 6670 mm above rail level to 7100 mm above rail level.	2825 mm gradually decreasing to 2710 mm	From 4900 mm above rail level to 7965 mm above rail level.	**2370** mm gradually decreasing to **1840** mm	

1.2 Para 9.2 -Buildings and Structures (page-38):

SN	WDFC SSOD Para No	Existing provision		Amendment proposed		Remarks
		Item	Dimension	Item	Dimension	
2	9.2.3 (ii)	From 6670 mm above rail level to 7100mm above rail level.	2825mm gradually decreasing to 2710mm	From 4900 mm above rail level to 7965 mm above rail level.	**2370** mm gradually decreasing to **1840** mm	

1.3 Diagram No. 6 (page – 57) of SSOD for WDFC shall be modified in line with the proposed amendment as above. Revised Diagram No. 6 (Annexure-A) is enclosed herewith.

2.0 The above corrections may please be considered and amendments to WDFC SSOD may please be issued as ACS No. 5.

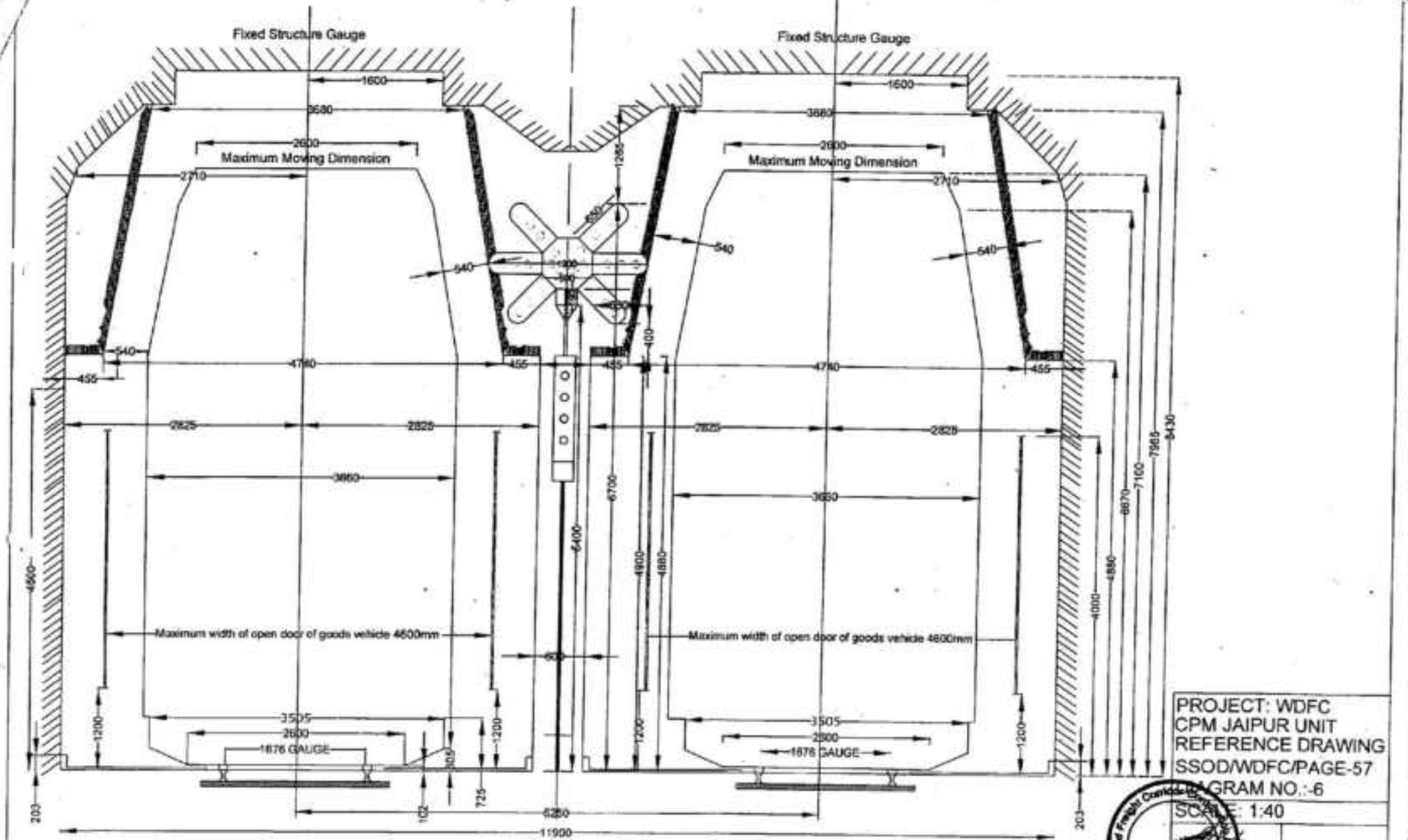
This has approval of Competent Authority.

DA: 1 page as above.

11/07/18

(Dr. Sanjay Nayar)
GGM/EL/TS
DFCCIL

Copy: ED/I/Track Design/RDSO



PROJECT: WDFC
CPM JAIPUR UNIT
REFERENCE DRAWING
SSOD/WDFC/PAGE-57
DIAGRAM NO.:-6
SCALE: 1:40

DFCCIL | PMC

SH-5

भारत सरकार-रेल मंत्रालय
रेलपथ अभिकल्प निदेशालय
अनुसंधान अभिकल्प और मानक संगठन
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Tele: 0522-2450297/2465767
Ext: 42860/42862

Government of India-Ministry of Railways
Track Design Directorate
Research Design & Standards Organization
Lucknow-226011
Email: edtrackdso@gmail.com
dsotrdso@gmail.com

पत्र सं० सीटी/डीजी/एलडब्लू/डीएफसी

दिनांक– –07–2018

Executive Director/CE (G),
कार्यकारी निदेशक/सिविल इंजीo(सामान्य),
Railway Board,
रेलवे बोर्ड
Rail Bhawan,
रेल भवन
New Delhi-110001
नई दिल्ली–110001

विषय– SSOD of DFCCIL –Amendment for Western corridor
संदर्भ:– Railway Board's letter no. 2011/CEDO/SD/17/O/Pt.II dated 07.06.2018

Railway Board vide letter referred above has forwarded Dedicated Freight Corridor Corporation of India Limited letter no. HQ/EL/SOD/Pt.IV dated 05.06.2018 regarding ACS 5 to DFC SSOD for examination. The proposed modification in structure gauge of WDFC SSOD has been examined and comments are as under:

1.0 It is seen from the proposal of DFCCIL that the clearance available between Maximum Moving Dimensions to fixed structure is 350mm only which need restriction of speed. As per IRSOD, minimum clearance of 510mm is required for unrestricted speed of IR stock at height of 3355mm from fixed structure to face of the rolling stock. The clearance requirement shall be higher for rolling stock MMD having height of 5400mm and more. As such this reduction in clearance cannot be agreed to since it will tantamount to putting speed restriction on entire corridor. The aim of Dedicated Freight Corridor operation is to provide running of train at least at 100kmph without any hindrance and the fixed structure gauge cannot be provided in such a way where speed restriction is required when the new corridor is being laid and Maximum Moving Dimension is known.

2.0 However, the signal post can be provided in proposed manner on few locations where there is a restricted availability of space with prior approval of Railway Board through Commissioner/Chief commissioner of Railway safety as only localized speed restriction shall be required in that case.

संलग्नक : कुछ नहीं।

(नीलमणि)
कार्यकारी निदेशक मानक/रेलपथ–1
कृते महानिदेशक/ रेलपथ

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

सं.2017 /CEDO/SD/50

New Delhi, Dated 12.07.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation for infringement for proposed gradients of 1 in 177 on Howrah (Bagdehi) end 1 in 164 & 1 in 105 on Jharsuguda end (steeper than 1 in 260) in Dhutra Station Yard at Km. 505.445 (from Howrah) in between Panpali and Jharsuguda Stations in connection with the construction of proposed 3rd line in Raurkela – Jharsuguda section of Chakradharpur Division of South Eastern Railway.

संदर्भ : SER's letter no. Works/AC/Gradient/CKP-Divn/Part-6, dated 27.04.2018.

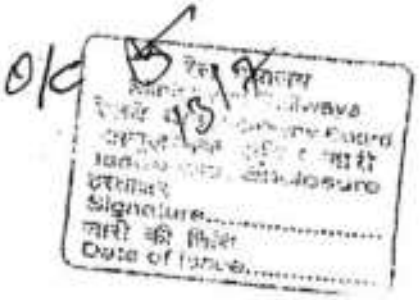
Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

Prem Sagar
12/07
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.): 011-23383379 (MTNL): 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, South Eastern Railway, Kolkata.
2. ED(Works), Railway Board.



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रै.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-क्यू.11019/01/2018-19-तoवि0

दिनांक: 21.06.2018

सेवा में,

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

विषय: Condonation from Railway Board for proposed gradient of 1 in 177 on Howrah (Bagdehi) end, 1 in 164 & 1 in 105 on Jharsuguda end (steeper than 1 in 260) in the Dhutra station Yard at km. 505.445 (from Howrah) in between Panpali and Jharsuguda Stations in connection with the construction of proposed 3rd line in Rourkela-Jharsuguda section of Chakradharpur division of South Eastern Railway.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या-349 दिनांक 18.06.2018

The above subjected case forwarded by Commissioner of Railway Safety, South Eastern Circle, Kolkata vide letter under reference is hereby forwarded for necessary action with the following stipulations:

1. No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in para 5.20 of G&SR.
2. Shunting shall be supervised by person as specified in para 5.13 & 5.14 of G&SR.
3. While shunting, it shall be ensured that visibility is clear and weather is fair.
4. Hand and lose shunting is strictly prohibited.
5. Stabling of vehicles on non-isolated lines of the yard is not permitted without live engine attached and proper securing of vehicle.
6. During attachment and detachment of Locomotive, Wagon of the train shall be properly secured.
7. The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Pane/VDU.
8. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.
9. Yard gradient shall be jointly measured every six months and recorded.
10. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 Wagons and providing sufficient number of skids and ensuring no train in block section.

This issues with the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।

प्रतिलिपि प्रेषित- रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता ।

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

सं .2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 06.07.2018

Addressed to :
(as per list mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 3** to "Standard Schedule of Dimensions, 1676 mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2018".

The Ministry of Railways (Railway Board) have decided that the "Standard Schedule of Dimensions, 1676 mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2018" be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 3.

Prem Sagar
06.07.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Enclosure : ACS No. 3 (16 pages)

List for Distribution :

1. General Managers, All Indian Railways & Production Units
2. Managing Director, DFCCIL, 5th Floor, Pragati Maidan Metro Station, New Delhi - 110001
3. Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
4. Director General, RDSO, Manak Nagar, Lucknow
5. Director General, National Academy of Indian Railways, Vadodara
6. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
7. Commissioner of Railway Safety, All Circles
8. Director, IRICEN, Rail Path, Pune – 411001 (Maharashtra)
9. Director, IRIEEN, P.B. No. -233, Nasik Road – 422101 (Maharastra)
10. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
11. Director, IRIMEE, Jamalpur – 811214 (Bihar)
12. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to :

- Sr. PPS to ME, MRS, MTR, MT and DG(S&T) for kind information of ME, MRS, MTR, MT and DG(S&T) please
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig), AM(Traffic), PED(Safety), PED(Bridges), PED(Station Development), PED(Infra),
- EDCE(G), EDCE(P), EDTk(M), EDTk(Mc), EDTk(P), EDCE(B&S), ED(Works), EDW(Plg.), ED(Infra)/Civil, ED(Project Mon.), ED(L&A)-I, ED(PSU), EDRE, ED(Safety)-I & II, ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S), ED/Sig. Dev., ED/Sig./Proj., ED/MTP, EDEE(Env. & HM), EDCE(Env. & HM), EDME(Env. & HM), EDME/P, ED/Infra/CE, ED/Stn. Dev., EDEE(G), EDEE(Dev.), EDEE(EEM) & EDEE(RS) in Railway Board.

O/C

रेल मंत्रालय
Ministry of Railways
Railway Board
जारी
Issue
Signature
जारी की तिथि
Date of Issue

Annexure – I

Addendum & Correction Slip (ACS) No. 3 to SSOD of Eastern and Western Dedicated Freight Corridors of Indian Railways

1.0 Note (b) to be modified and note (c) to be added at the end of clause 1.5 'Buildings and Structure' of Chapter I

Note: (b) See Appendix-I and Annexure - I for extra clearances required on curves.

(c) The dimensions mentioned in 1.5.3 and 1.5.4 are not applicable for ballastless track, washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

2.0 Following note to be added at the end of clause 1.9 Tunnels, Through and Semi-Through Girder Bridges of Chapter I

Note: (a) See Appendix-I and Annexure - I for extra clearances required on curves.

(b) The dimension mentioned in 1.9 (iii) and (iv) is not applicable for ballastless track and washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

3.0 Note (a) and note (b) to be added at the end of clause 2.2 'Buildings and Structure' of Chapter II after clause 2.2.3

Note: (a) See Appendix-I and Annexure - I for extra clearances required on curves.

(b) The dimensions mentioned in 2.2.3 (ii) and (iii) are not applicable for ballastless track, washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

4.0 Note (b) to be modified and note (c) to be added at the end of clause 8.5 'Buildings and Structure' of Chapter VIII

Note: (b) See Appendix-II and Annexure - 2 for extra clearances required on curves.

(c) The dimensions mentioned in 8.5.5 and 8.5.6 are not applicable for ballastless track, washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

5.0 Following note to be added at the end of clause 8.9 "Tunnels, Through and Semi-Through Girder Bridges' of Chapter VIII

Note: (a) See Appendix-II and Annexure - 2 for extra clearances required on curves.

(b) The dimensions mentioned in 8.9 (v) and (vi) are not applicable for ballastless track and washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

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6.0 Following note to be added at the end of clause 9.2 'Buildings and Structure' of Chapter IX after clause 9.2.3

Note: (a) See Appendix-II and Annexure - 2 for extra clearances required on curves.

(b) The dimensions mentioned in 9.2.3 (v) and (vi) are not applicable for ballastless track, washable apron and the various fixture which are required to be fitted with the rail in the track like traction bonds, point machine, lock bar, signal rodding etc.

7.0 At page 37, clause 2.1.2 shall be read as 9.1.2.

8.0 'Note' at the beginning of Chapter-II & IX 'Station Yards' shall be deleted and clause 2.1.2 & 9.1.2 shall be read as under:

"Maximum (steepest) gradient in station yards unless special safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions.

(i)	*Desirable/Recommended*	*1 in 1200*
(ii)	*Maximum (Steepest)*	*1 in 600*

Note:

(a) Desirable/Recommended gradient is generally the good practice, the adoption of which will lead to desirable uniformity on Dedicated Freight Corridor; but it is not to be treated as standards, a departure from which require sanction.

(b) In case it is not possible to provide Desirable/Recommended gradient of 1 in 1200 in yards even after making effort to provide grades as flat as possible, reason for deviation from Desirable/Recommended gradient and up to the specified minimum gradient of 1 in 600 shall be recorded by the DFC.

(c) No station yard shall be constructed nor shall any siding join a DFC main line on a grade steeper than 1 in 400 except where it is unavoidable & then also only with previous sanction of Railway Board obtained through the Commissioner of Railway Safety, when a slip siding or other arrangement is made sufficient to prevent accident.

(d) The powers of condonation of gradient steeper than specified standard maximum gradient of 1 in 600 shall be as under:

(i)	*Steeper than 1 in 600 and up to 1 in 400*	*: Commissioner of Railway Safety*
(ii)	*Steeper than 1 in 400*	*: Railway Board through Chief Commissioner of Railway Safety*

(e) Station Yard means-

(1) Station Yard will be taken to extent-

(i) On single line to a distance of 50 meters beyond stock rail joint of outer most points at either end of the station.

(ii) On double lines where 2 aspect signaling is provided, from home signal to a distance of 50 meters beyond Stock Rail Joint of outer most points at the trailing end or where there are no loops, to last stop signal of each line.

(iii) On double lines where multiple aspect signaling is provided to a distance of 50 metres beyond Stock Rail Joint of outer most points at either end of the station or where there are no loops, from Block Section Limit Board to last stop signal of each line.

(2) There must be no change of grade within 30m of any point and crossing.

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9.0 Replace 'buffers' by '**buffers/couplers**' in following clauses of chapter –IV Rolling stock (Wagon), chapter –V Rolling stock (Electric Locomotive), chapter –VI Rolling stock (Diesel Locomotive), chapter-XI Rolling stock (Wagon), chapter –XII Rolling stock (Electric Locomotive) and chapter –XIII Rolling stock (Diesel Locomotive).

a) clause 4.3.2 and 4.3.3 of chapter –IV Rolling stock (Wagon)
b) clause 5.2.2 and 5.2.3 of chapter –V Rolling stock (Electric Locomotive)
c) clause 6.2.2 and 6.2.3 of chapter –VI Rolling stock (Diesel Locomotive)
d) clause 11.3.2 and 11.3.3 of chapter –XI Rolling stock (Wagon) ,
e) clause 12.2.2 and 12.2.3 of chapter –XII Rolling stock (Electric Locomotive)
f) clause 13.2.2 and 13.2.3 of chapter –XIII Rolling stock (Diesel Locomotive)

10.0 Replace '102mm' by '**100mm**' in following clauses of chapter –IV Rolling stock (Wagon), chapter –V Rolling stock (Electric Locomotive), chapter –VI Rolling stock (Diesel Locomotive), chapter-XI Rolling stock (Wagon), chapter –XII Rolling stock (Electric Locomotive) and chapter –XIII Rolling stock (Diesel Locomotive).

a) Clause 4.5.1.1 and 4.5.1.2 of chapter –IV Rolling stock (Wagon)
b) clause 5.5.1.1 and 5.5.1.2 of chapter –V Rolling stock (Electric Locomotive),
c) clause 6.5.1.1 and 6.5.1.2 of chapter –VI Rolling stock (Diesel Locomotive)
d) clause 11.5.1.1 and 11.5.1.2 of chapter –XI Rolling stock (Wagon)
e) clause 12.5.1.1 and 12.5.1.2 of chapter –XII Rolling stock (Electric Locomotive)
f) clause 13.5.1.1 and 13.5.1.2 of chapter –XIII Rolling stock (Diesel Locomotive)

11.0 Para 10.3 of Chapter- X "Workshops and Running Sheds" of Western corridor shall be modified as under:

10.3 Height and Depth:

10.3.1 Minimum height above rail level to overhead tie bars, girders etc. In Workshops and Running Sheds:

(i)	*For wagon workshops and sheds*	*15200mm*
(ii)	*For other than wagon workshops and sheds*	*8430mm*

10.3.2 Minimum height above rail level of doorways for width of 1370 mm on either side of centre of track in Workshops and Running Sheds:

(i)	*For wagon workshops and sheds*	*7965mm*
(ii)	*For other than wagon workshops and sheds*	*8430mm*
10.3.3	*Nominal depth for pits in Running Shed and Examination Pits*	*760mm*

12.0 Items shall be read as under in the following clauses:

Clause	*Item*	*Dimension*
5.3.1 & 12.3.1	*Maximum height above rail level for floor of locomotive*	*1345mm*
5.3.2 & 12.3.2	*Minimum height above rail level for floor of locomotive*	*725mm*
5.5.1 & 12.5.1	*Maximum width over all projections*	
5.5.2	*Maximum height above rail level at center of locomotives*	*5100mm*
5.5.4 & 12.5.3	*Minimum height above rail level at 1752.5 mm from center of track*	*305mm*

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5.5.5 & 12.5.4	*Minimum height above rail level for at width of 1300mm on either side of the centre of track with the exception of wheels and attachments thereto* *Note: A wheel or an attachment of a wheel (such as gear case) may project below the minimum height of 100 mm from a distance of 400mm inside to 216mm outside of the gauge face of the wheel. However, the minimum height of the attachment located at a distance beyond 51mm and upto 400mm inside the gauge face of the wheel shall be 75mm from rail level.*	*100mm*
12.5.2	*Maximum height above rail level for a width of 1300mm on either side of the centre of locomotives*	*7100mm*

13.0 Following note to be added under clauses:

Clause	***Note to be added under the clause***
5.1.1	*"See item 5.1.4 for identification of thick/wear adopted, standard & thin flange.*
6.1.1	*"See item 6.1.4 for identification of thick/wear adopted, standard & thin flange.*
12.1.1	*"See item 12.1.4 for identification of thick/wear adopted, standard & thin flange.*
13.1.1	*"See item 13.1.4 for identification of thick/wear adopted, standard & thin flange.*

14.0 Clause1.7.1 and 1.7.2 of Chapter – 1 'General' of Eastern Corridor and clause 8.7.1 and 8.7.2 of Chapter –VIII 'General' of Western Corridor shall be read as under:

1.7.1 Height ,Clearance and distance for crossing a Railway:

Minimum height above rail level of the lowest portion of any conductor crossing a railway, including guard wire, other than telegraph, telephone and other such low tension wires or traction trolley wire, under condition of maximum sag shall be:

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 11kV*	*Normally by Underground Cable*		
2	*Above 11kV & upto 33 kV*	*10860*	*14660*	*2440*
3	*Above 33kV & upto 66 kV*	*11160*	*14960*	*2440*
4	*Above 66 kV & upto 132kV*	*11760*	*15560*	*3050*
5	*Above 132kV & upto220kV*	*12660*	*16460*	*4580*
6	*Above 220kV & upto 400kV*	*14460*	*18260*	*5490*
7	*Above 400kV & upto 500kV*	*15360*	*19160*	*7940*
8	*Above 500kV & upto 800kV*	*18060*	*21860*	*7940*

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Note:

a. *All height/clearances are in mm and under maximum sag conditions.*
b. *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.*
c. *Power line crossing in yards & stations area shall be avoided.*
d. *For any electrification work of existing line ,doubly/gauge conversion along with electrification , existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e., for electrification works Col (3) is not applicable.*

8.7.1 Height ,Clearance and distance for crossing a Railway:

Minimum height above rail level of the lowest portion of any conductor crossing a railway, including guard wire, other than telegraph, telephone and other such low tension wires or traction trolley wire, under condition of maximum sag shall be:

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 11kV	Normally by Underground Cable		
2	Above 11kV & upto 33 kV	10860	16660	2440
3	Above 33kV & upto 66 kV	11160	16960	2440
4	Above 66 kV & upto 132kV	11760	17560	3050
5	Above 132kV & upto220kV	12660	18460	4580
6	Above 220kV & upto 400kV	14460	20260	5490
7	Above 400kV & upto 500kV	15360	21160	7940
8	Above 500kV & upto 800kV	18060	23860	7940

Note:

a. *All height/clearances are in mm and under maximum sag conditions.*
b. *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.*
c. *Power line crossing in yards & stations area shall be avoided.*
d. *For any electrification work of existing line, doubly/gauge conversion along with electrification , existing crossings can continue, if dimensions are as per Column (5) above, even if dimensions of Col (3) are not satisfied i.e., for electrification works Col (3) is not applicable.*

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1.7.2 and 8.7.2 Minimum clearance between any conductor not adequately insulated and any railway structure under most adverse conditions.

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

15.0 Clause 1.7.3 of Chapter –I 'General' of Eastern Corridor and clause 8.7.3 of Chapter –VIII 'General' of Western Corridor shall be read as under:

(i) The minimum horizontal distance measured at right angle to, and from the center of nearest track to any part of the structure above ground level, carrying electrical conductor crossing a railway line shall be:

(a) For new structure : (H+6) meter
(b) For existing rigid well founded post/structures : 3m or 1.5m away from the toe of Embankment / top of cutting, whichever is more

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

If the existing post/structure carrying electrical conductors crossing a railway line is not rigid and well founded then the minimum horizontal distance, measured at right angles from the Centre of nearest track, shall be equal to height of post/structure above ground level plus 2.825m.

Note:

1. Rigid well founded post/structures: Any post/structure which is so constructed or guyed so as to remain in a vertical position, or failing this to continue to provide the minimum horizontal clearances of 2.825m from the center of nearest track, 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".

The existing rigid well founded post/structures, presently at a distance equal to or more than 3m or 1.5m away from the toe of embankment/top of cutting, whichever is more but less than (H+2.825)m, shall be inspected by railway's nominated electrical official once in a year jointly with the owner of the post/structure and certify the safety of the structure, keeping appropriate records of inspections.

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16.0 Para 1.7.4 and 8.7.4 shall be read as under:

(a) Minimum horizontal distance of any telegraph post measured from the centre of and right angle to the nearest track shall be height of post plus 2825 mm

Note: when the track is in cutting, a telegraph post erected outside the cutting must be at a distance from the edge of the cutting not less than the total height of the post.

(b) Minimum height above rail level for telegraph, telephone and other such low tension wires crossing a Railway: 6770 mm for Eastern Corridor and 8770 mm for Western Corridor

17.0 Clause No. 1.8 and 8.8 of Chapter-I & Chapter-VIII shall be read as under:

Maximum height above rail level of any part of Interlocking or Signal gear for a width of 1830mm in the case of tunnels, through and semi- through girder bridges on either side of centre of track, subject to the restriction embodied in the note (a) below: ***64mm***

Note : (a) For a distance of 229mm outside and 140mm inside the gauge faces of rail, no gear or track fittings shall project above rail level, except such parts as are required to be actuated by the wheels or wing rails and point rails of special crossings leading to snag dead ends or elevated check rails of crossing or check rails/check flats of diamond crossings.

(b) Signal wires or supports for signal wires may be allowed at not less than 1830mm in the case of tunnels or through or semi-through girder bridges (see note to item 4.5.4 of Chapter IV, item no. 5.5.5 of Chapter V and item no. 6.5.5 of Chapter VI) on either side of the centre of track, provided that they are not more than 203mm above rail level.

(c) Metal covers with ramps on both sides must be provided over all interlocking gear projecting above rail level between the rails of a track to prevent hanging couplings from damaging the gear.

18.0 Clause 5.1.4, 6.1.4, 12.1.4 and 13.1.4 shall be read as under:

Maximum and minimum thickness of tyre flanges measured at 13 mm from outer edge of flange :	*Maximum*	*Minimum*
(i) Thick flanges/wear adopted wheel profile	*32 mm*	-
(ii) Standard flanges	*28 mm*	-
(iii) Thin flanges	*18 mm*	-
Note: (i) The above values of flange thickness are measured from the back face of tyre. *(ii) Minimum size of flange of locomotive tyre shall be determined by condemning profile gauge, which specifies minimum thickness and limits of angularity of flange on the gauge face.*		

19.0 Clause 4.4.6, 5.4.2, 6.4.2, 11.4.6, 12.4.2 and 13.4.2 shall be read as under:

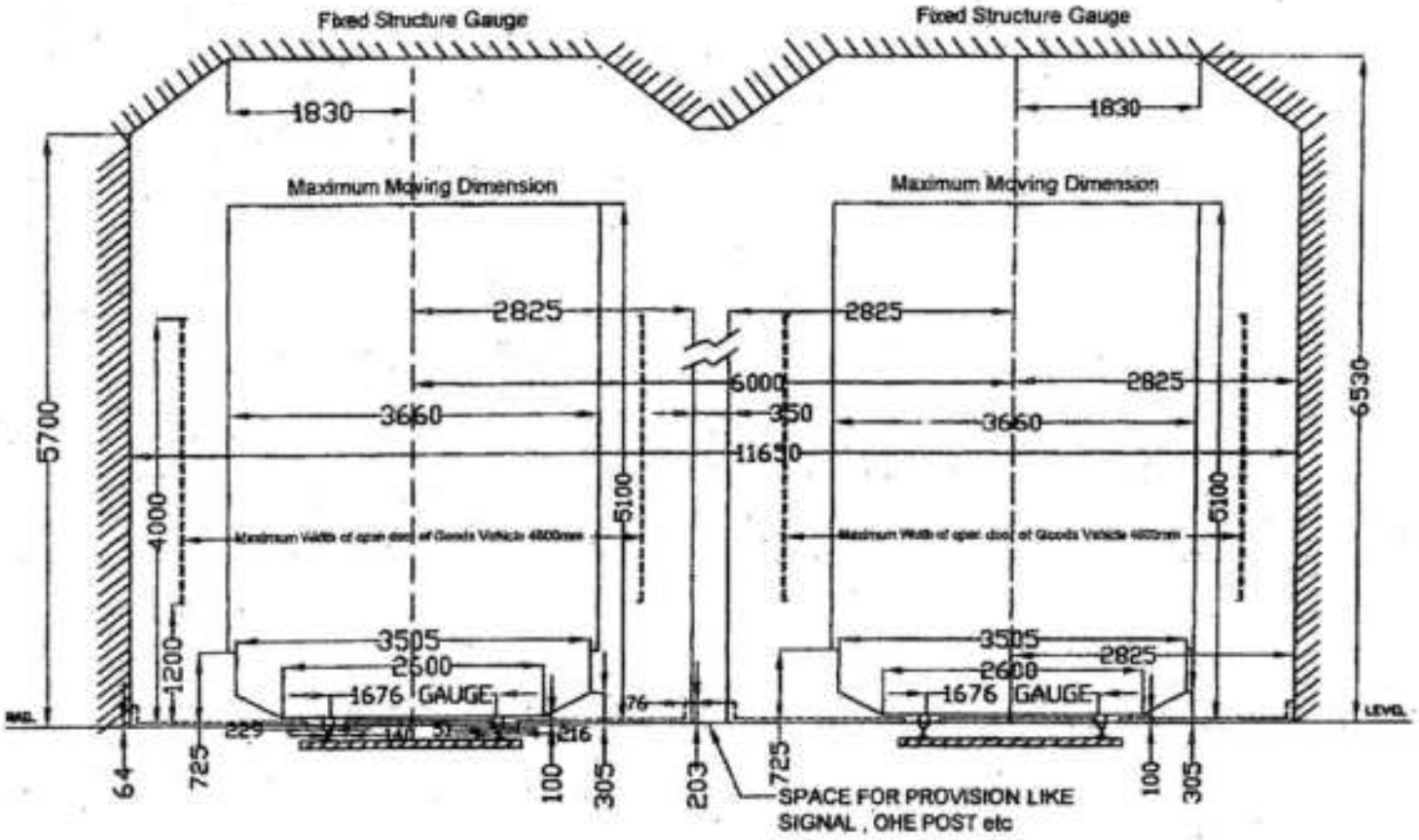
Maximum length over centre buffer couplers or side buffers :	
(i) 4-wheelvehicle	*9810 mm*
(ii) Bogie vehicle	*24960 mm*

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06.07.18

DIAGRAM No. - 1
1676mm GAUGE

MMD AND FIXED STRUCTURE GAUGE FOR TUNNLE AND THROUGH GIRDER BRIDGES TO SUIT 2x25 kV AC TRACTION CHAPTER - I



NOTE :-

(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) IF SPACE OF 580mm PROVIDED BETWEEN CENTRES OF TRACK FOR PLACEMENT OF SIGNAL POST THEN MINIMUM DISTANCE BETWEEN CENTRE TO CENTRE OF TRACK SHALL BE 6250mm. THEREFORE OVERALL WIDTH WILL BE 11650+250 = 11900mm

(iii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc. . THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHT WILL BE 6805mm INSTEAD OF 6530mm.

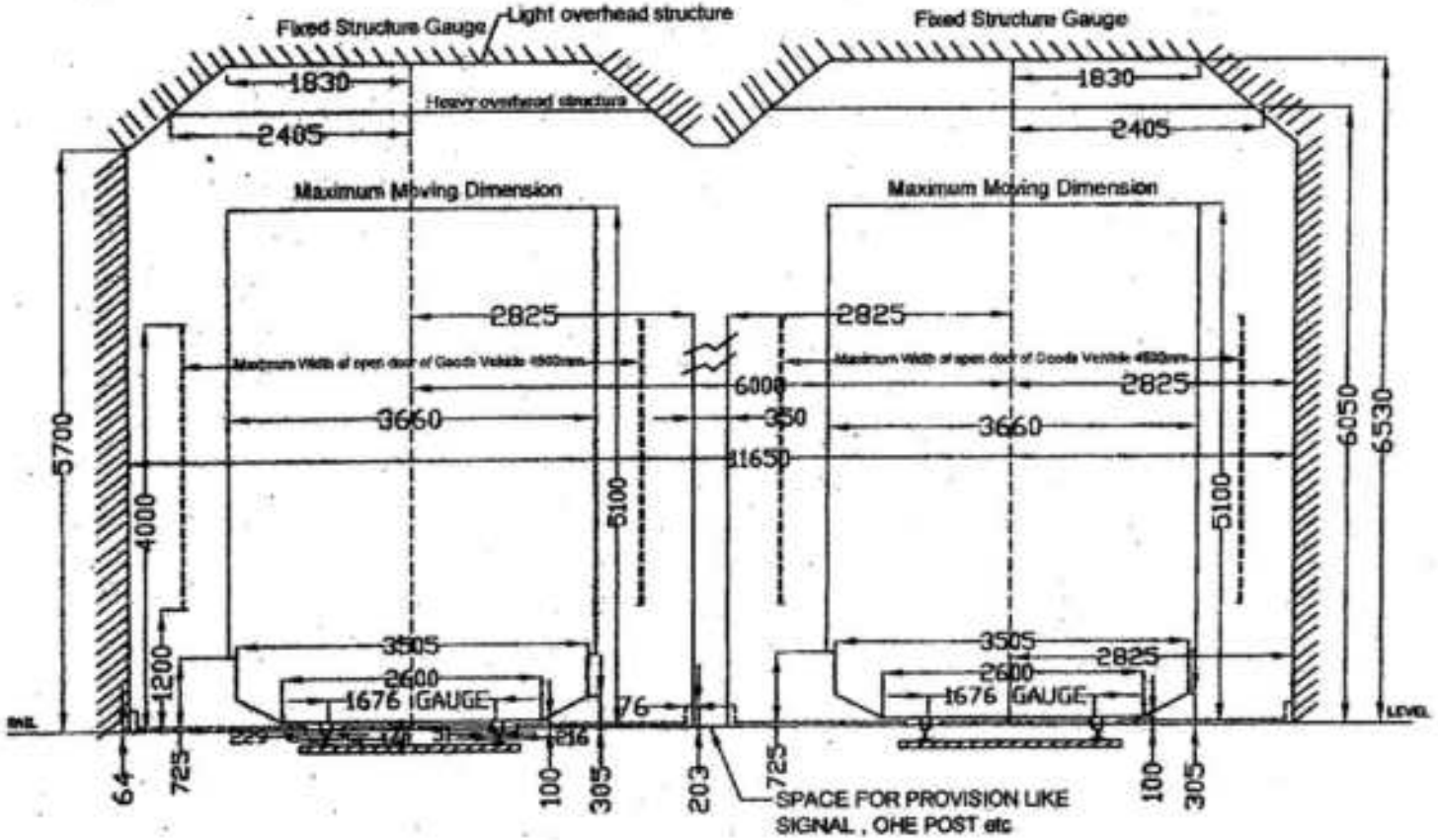
(iv) WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX-I.

(8)

Pravin Sagar
06.07.18

14-6-2018
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MMD AND FIXED STRUCTURE GAUGE FOR OUT OF STATION TO SUIT 2x25 kV AC TRACTION CHAPTER - I



NOTE :-

(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) IF SPACE OF 680mm PROVIDED BETWEEN CENTRES OF TRACK FOR PLACEMENT OF SIGNAL POST THEN MINIMUM DISTANCE BETWEEN CENTRE TO CENTRE OF TRACK SHALL BE 6250mm. THEREFORE OVERALL WIDTH WILL BE 11650+250 = 11900mm.

(iii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc. THEREFORE OVERALL HEIGHT ABOVE RAIL LEVEL WILL BE 6325mm (at a width of 2075mm either side of center of track) INSTEAD OF 6050mm IN CASE OF HEAVY OVERHEAD STRUCTURE AND 6805mm IN STEAD OF 6530mm IN CASE OF LIGHT OVERHEAD STRUCTURE.

(iv) WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX-I.

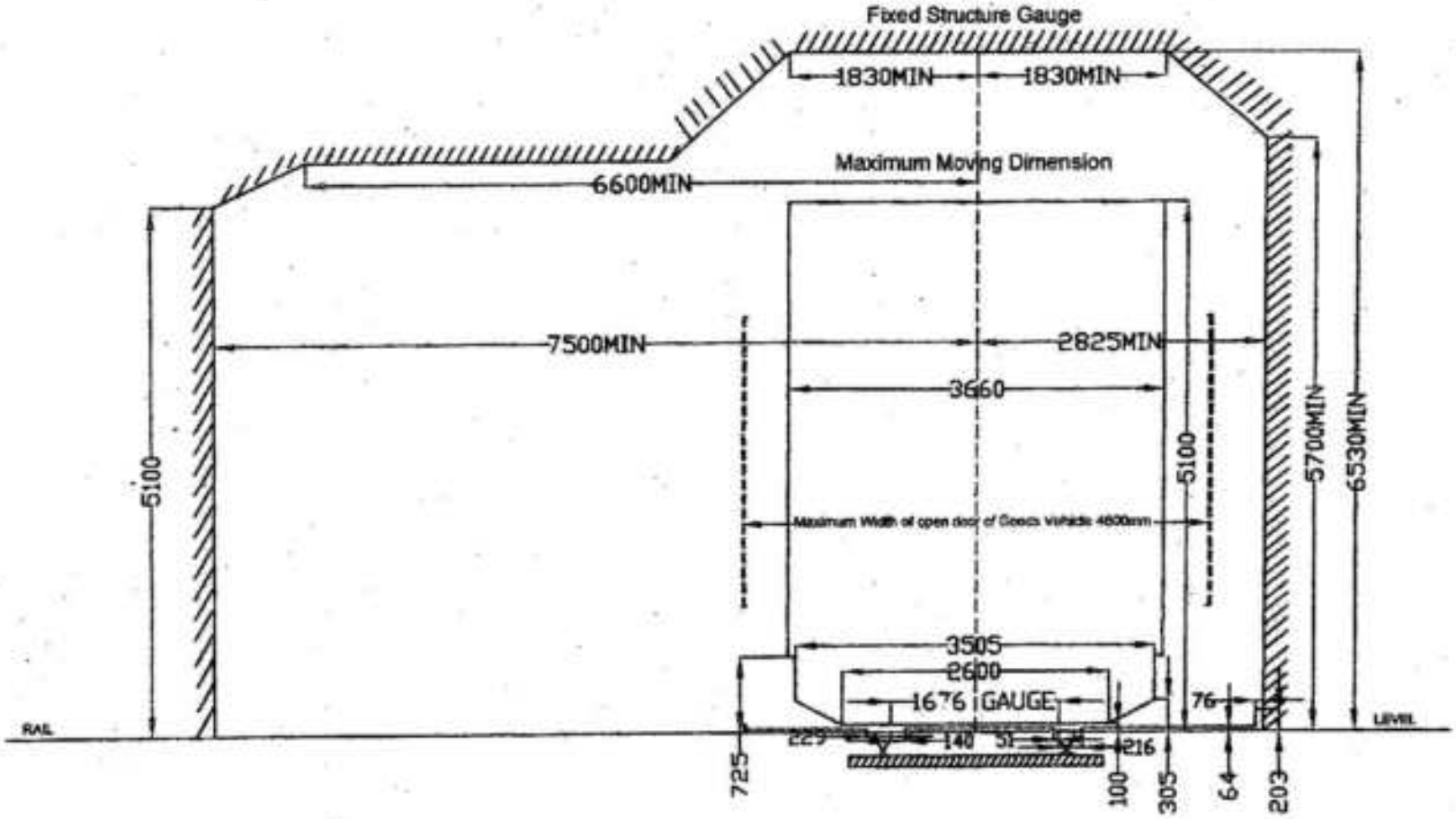
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Prem Sagar 31.07.18

14.6.2018 DDST/SC

DIAGRAM No. - 3
1676mm GAUGE

STANDARD DIMENSIONS IN STATIONS
TO SUIT 2x25 kV. AC. TRACTION
CHAPTER II



NOTE :-

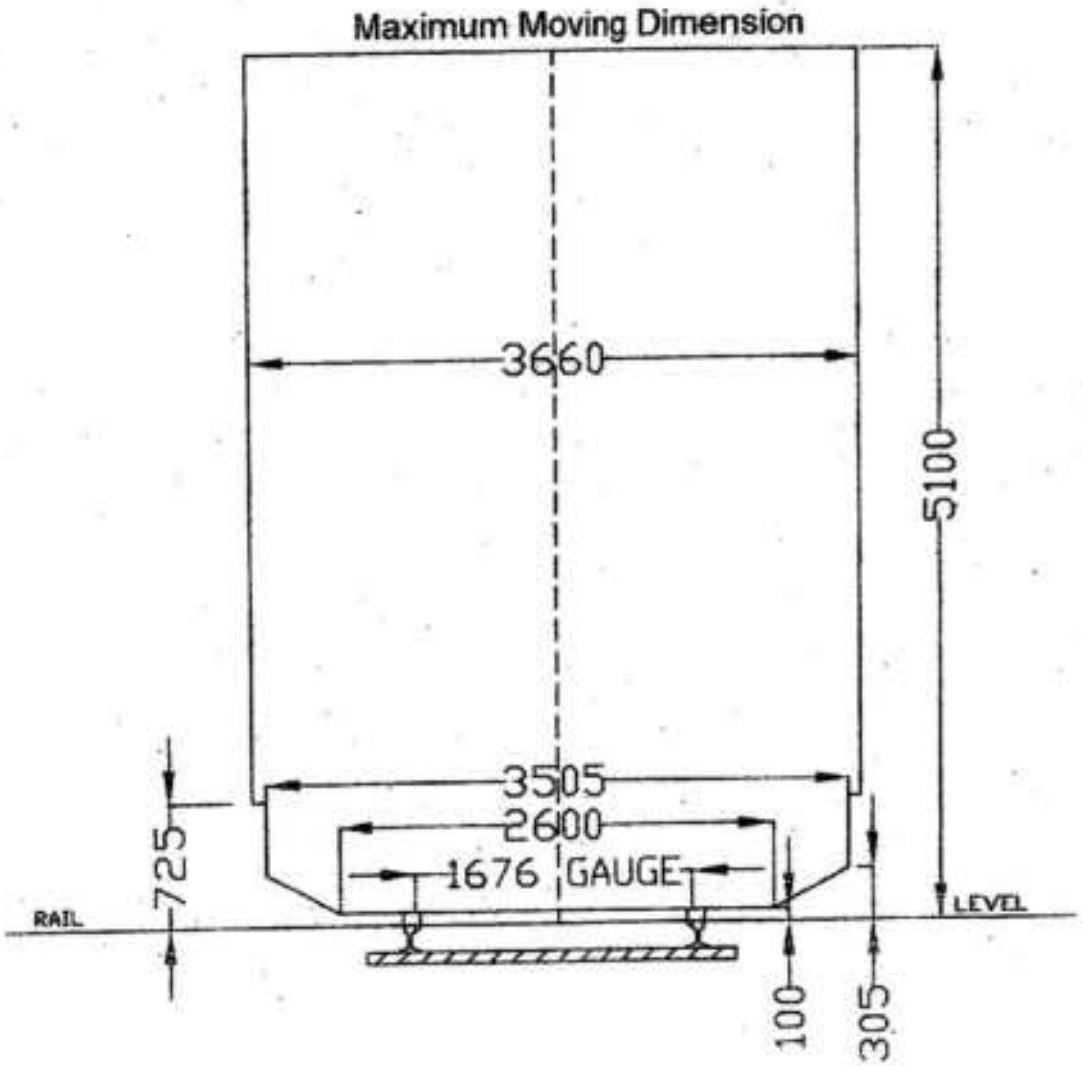
(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc . THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHT WILL BE 6805mm IN STEAD OF 6530mm.

(iii) WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX-I.

DIAGRAM No. - 4
1676mm GAUGE

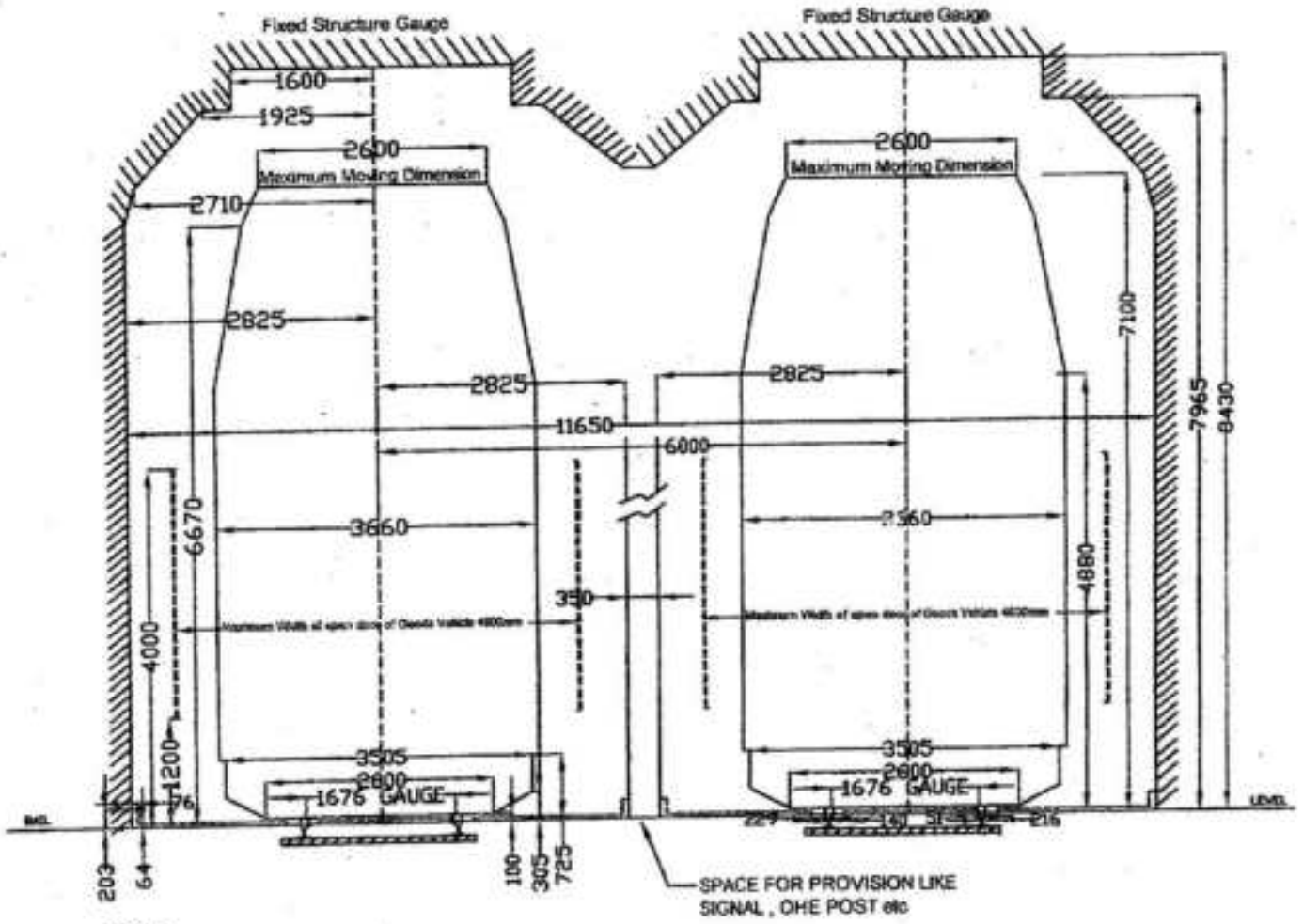
MMD OF DFC FOR EASTERN CORRIDOR



NOTE :-

ALL DIMENSIONS ARE IN MILIMETERES
EXCEPT WHERE OTHERWISE SHOWN.

MMD AND FIXED STRUCTURE GAUGE FOR TUNNLE AND THROUGH GIRDER BRIDGES TO SUIT 2x25 kV AC TRACTION



NOTE :-

(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) IF SPACE OF 580mm PROVIDED BETWEEN CENTRES OF TRACK FOR PLACEMENT OF SIGNAL POST THEN MINIMUM DISTANCE BETWEEN CENTRE TO CENTRE OF TRACK SHALL BE 6250mm. THEREFORE OVERALL WIDTH WILL BE 11650+250 = 11900mm.

(iii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc. . THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHT WIL BE 8705mm INSTEAD OF 8430mm.

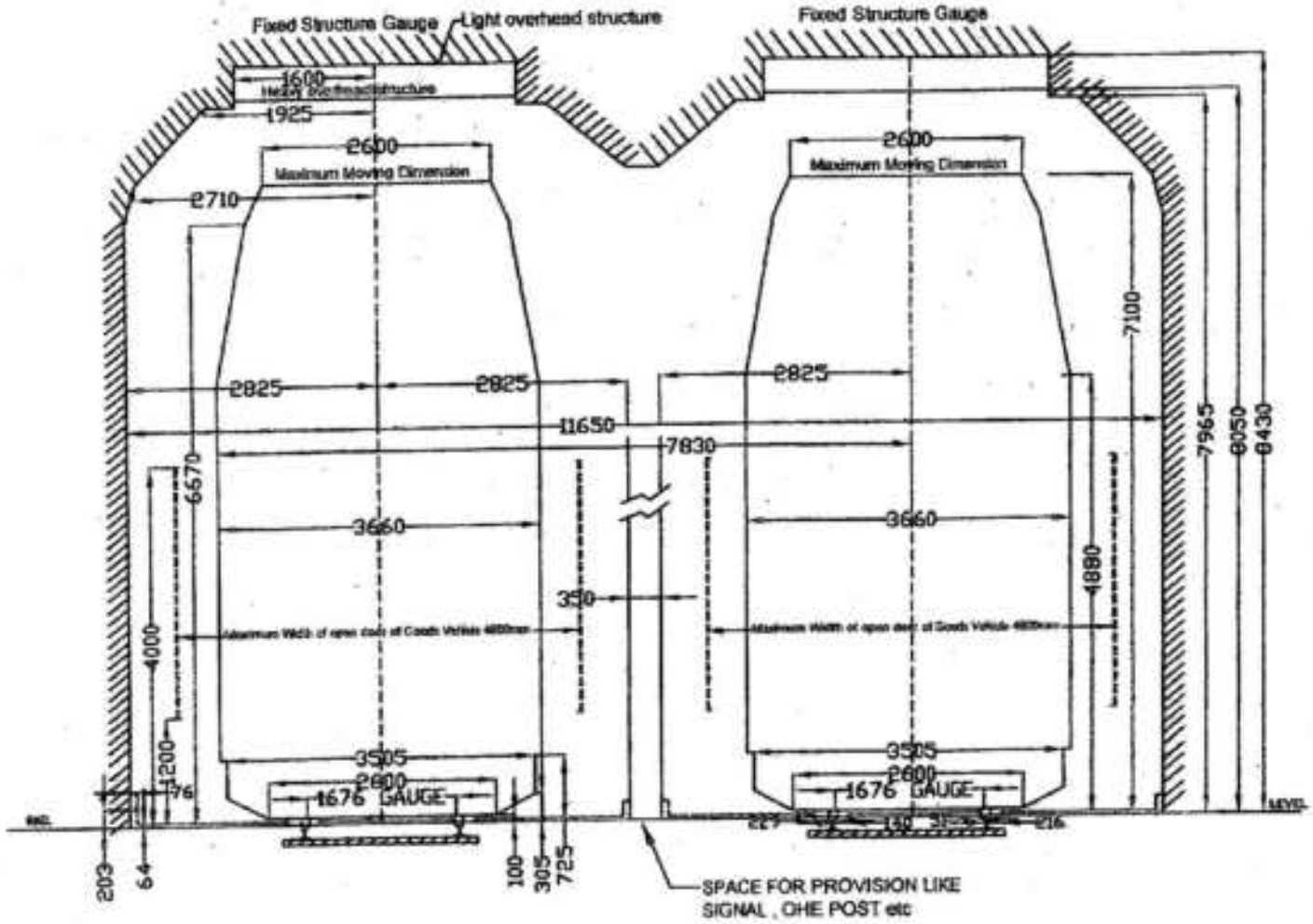
(iv) WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX-II.

(12)

Prem Sagar 06.07.18

14.6.2018 DASTSC

MMD AND FIXED STRUCTURE GAUGE FOR OUT OF STATION TO SUIT 2x25 kV AC TRACTION
CHAPTER - I



NOTE :-

(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) IF SPACE OF 560mm PROVIDED BETWEEN CENTRES OF TRACK FOR PLACEMENT OF SIGNAL POST THEN MINIMUM DISTANCE BETWEEN CENTRE TO CENTRE OF TRACK SHALL BE 625mm. THEREFORE OVERALL WIDTH WILL BE 11650+250 = 11900mm.

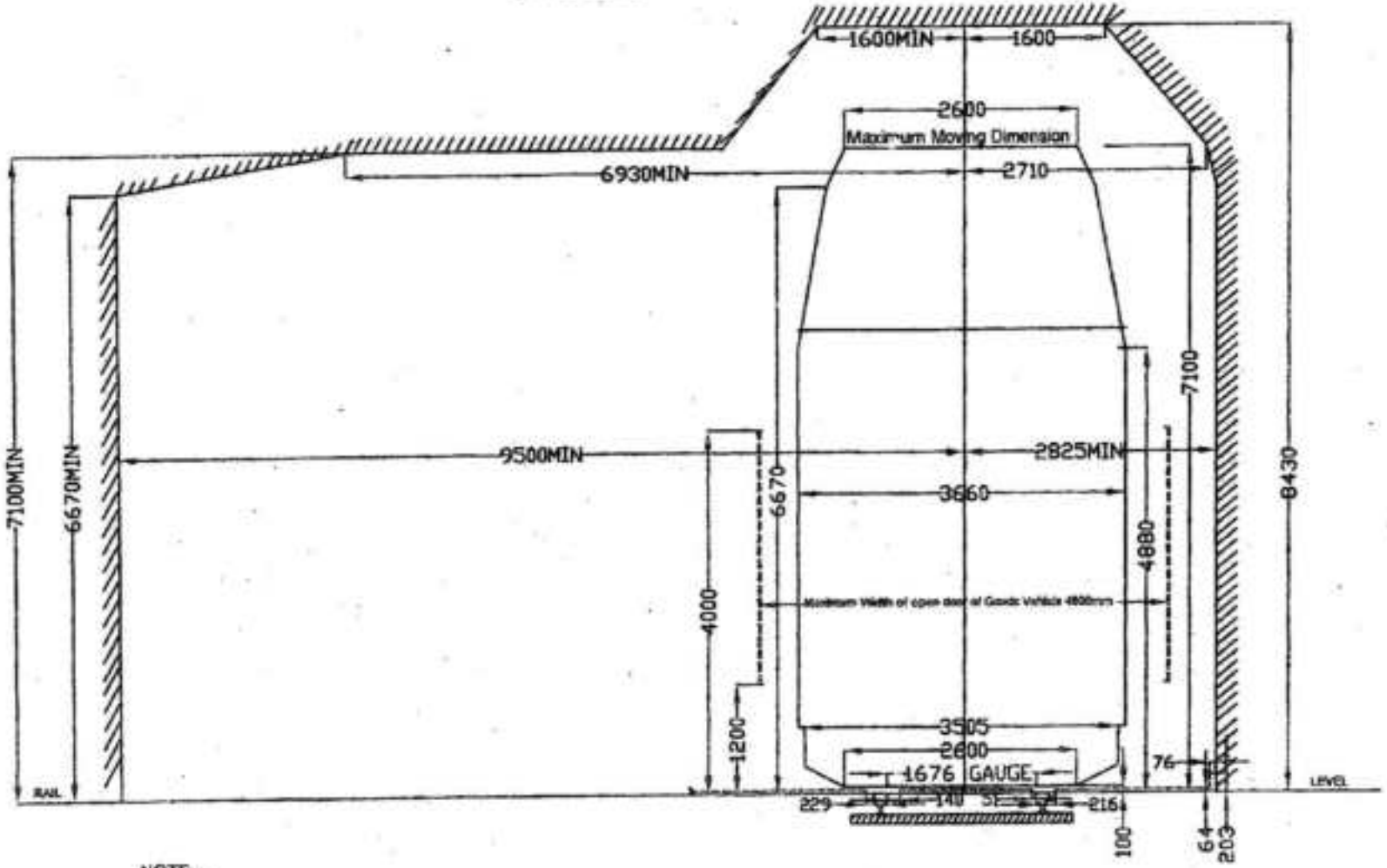
(iii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc.THEREFORE OVERALL HEIGHT ABOVE RAIL LEVEL WILL BE 8705mm INSTEAD OF 8430mm IN CASE OF LIGHT OVERHEAD STRUCTURE AND 8325mm INSTEAD OF 8050mm IN CASE OF HEAVY OVERHEAD STRUCTURE.

(13)
Prem Sagar
06.07.18

14.6.2018
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DIAGRAM No. - 7
1676mm GAUGE

STANDARD DIMENSIONS IN STATIONS
TO SUIT 25 kV. AC. TRACTION
CHAPTER IX



NOTE :-

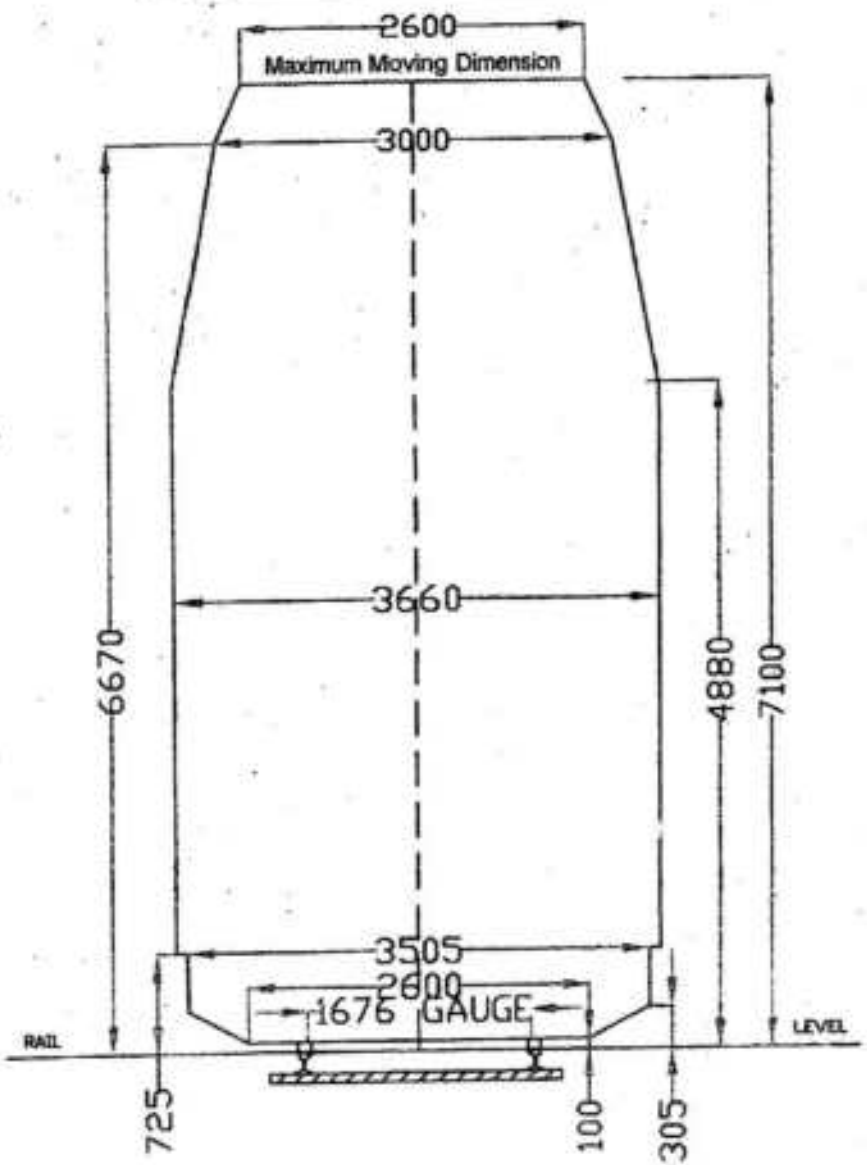
(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc. THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHTWILL BE 8705mm INSTEAD OF 8430mm.

(iii) WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX II

DIAGRAM No. - 8
1676mm GAUGE

MMD OF DFC FOR WESTERN CORRIDOR

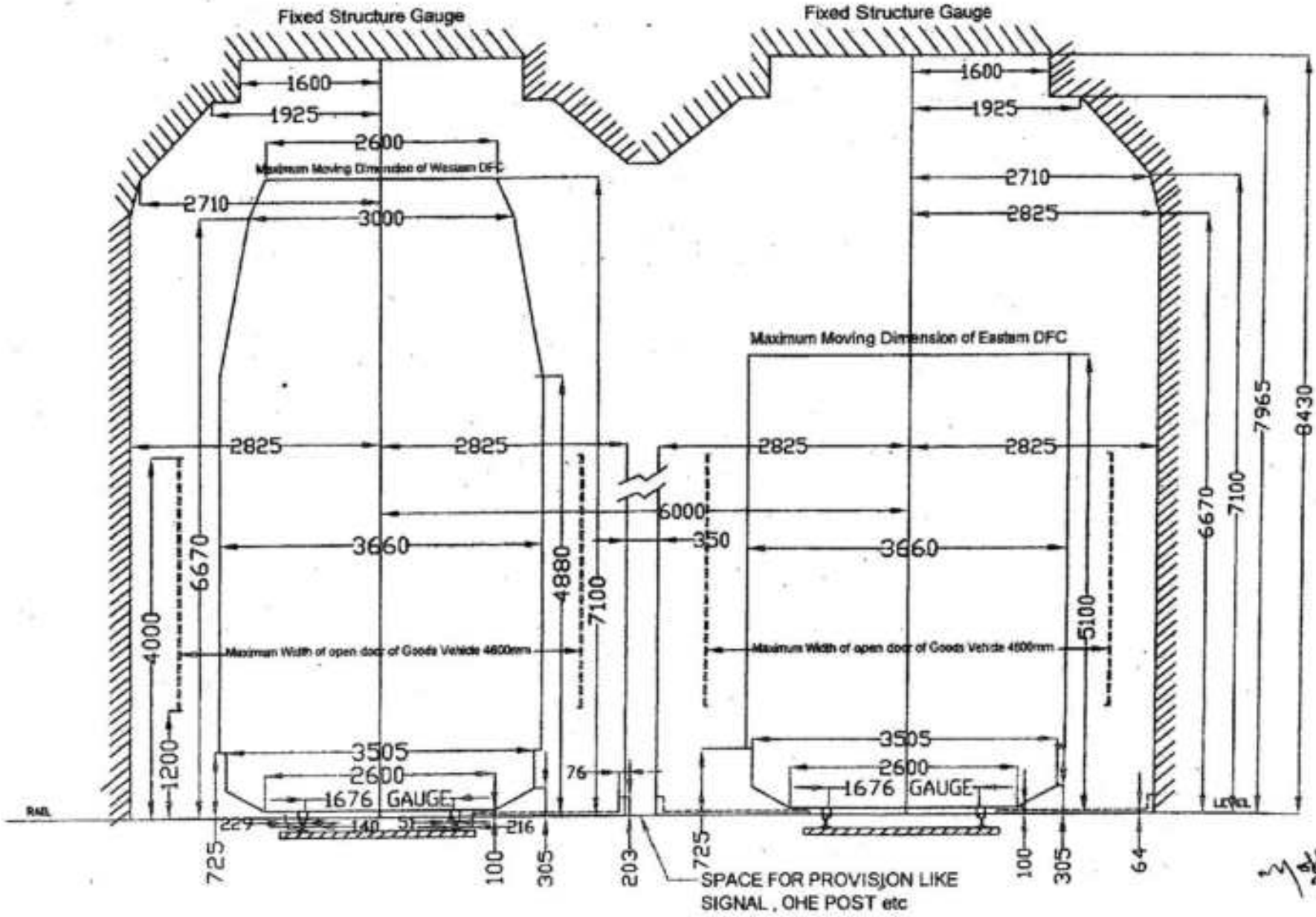


NOTE :-

ALL DIMENSIONS ARE IN MILIMETERES
EXCEPT WHERE OTHERWISE SHOWN.

DIAGRAM No. - 9
1676mm GAUGE

FIXED STRUCTURE GAUGE OF WESTERN DFC TO SUIT MMD OF WESTERN AS WELL AS EASTERN DFC



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

No. 2018/CEDO/SR/09 **New Delhi, Dated 05.07.2018**

The General Manager,
Western Railway,
Church Gate, Mumbai.

Sub: Provisional running of 22t axle load Single & Double Stacked Dwarf Containers (DSDC) of 1930mm high & 2600 mm wide, on existing Broad Gauge low platform bogie container flat wagon type BLCM (A-Car & B-Car) in empty and loaded conditions upto a maximum speed of 65 kmph on Jamnagar-RJT-SUNR-VG-MSH-PNU section of Western Railway.

Ref: (i) CCRS's letter No Q.13011/01/2018-19-T.W., dated 27.06.2018.

(ii) Western Railway's letter No W636/15/43/7 (Dwarf Container), dated 25.06.2018 & 29.06.18 and No. W636/15/43/7 (DSDC), dated 28.06.18.

With reference to Western Railway's letter No W636/15/43/7 (Dwarf Container), dated 25.06.2018 (Ref. ii), sent through the Chief Commissioner of Railway Safety; Sanction of Ministry of Railways, Railway Board is hereby communicated for provisional running of 22t axle load Single/Double Stacked Dwarf Containers (DSDC) of 1930mm high & 2600 mm wide, on existing Broad Gauge low platform bogie container flat wagon type BLCM (A-Car & B-Car) in empty and loaded conditions up to a maximum speed of 65 Kmph on Jamnagar-RJT-SUNR-BG-MSH-PNU section of Western Railway, subject to terms & conditions mentioned in Western Railway's Joint Safety Certificate No. JSC/41/2018, Track Certificate No. TC/41/2018, Bridge Certificate Nos. BC/41/2018 & BC/41-R/2018, OHE Certificate No. EL-94/15/1(Speed Enhancement)June/08, RDSO's Provisional Speed Certificate No. MW/Container, dated 19.06.2018 & its amendment No. 1 dated 22.06.18, and other certificates accompanying with the application with Board's stipulations as under:

(i) Provision of Western Railway's G&SR subsidiary rule 2.11(1) A & B shall be followed for operation of type BLCM (A-Car & B-car) containers in empty and loaded conditions in case of abnormal wind conditions.
(ii) The observance of all permanent speed restrictions and temporary speed restrictions in force or likely to be enforced from time to time.
(iii) Additional speed restrictions as per Annexure-I of Western Railway's letter No. W636/15/43/7 (Dwarf Container), dated 25.06.2018. These speed restrictions shall be relaxed after ensuring necessary clearances as per RDSO speed certificate.
(iv) Additional speed restriction of 50 kmph on route from SUNR to PNU till the clearances are measured by the railways and made strictly as per requirement. As per

amendment No. 1 dated 22.06.18 to the provisional RDSO speed certificate, the horizontal clearance from the nearest track centre has been specified. Though this route was clear for the movement of ISO containers, the clearances need to be measured again since the dwarf container is wider than the ISO container.

(v) The operation will be strictly only on those railway lines which are cleared for movement in Annexure-I of Western Railway's letter No W636/15/43/7 (Dwarf Container), dated 25.06.2018 and also as per clearance study approved by EIC Western Railway, submitted alongwith the application.

(vi) These dwarf containers shall be operated only on BLCM (A-Car & B-Car) Broad Gauge Low Platform Bogie Container Flat Wagons in empty as well as in loaded condition unless there is separate sanction for their operation on any other rolling stock.

(vii) It shall be ensured that additional restrictions on various stations/sections as mentioned in Joint Safety Certificate is effectively communicated to concerned Stations and Crew lobbies.

(viii) The validity of sanction is for five years as per the validity of RDSO's provisional certificate.

Prem Sagar
5.7.18

o/c

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

No. 2018/CEDO/SR/09 **New Delhi, Dated 05.07.2018**

Copy forwarded for information to:

1. General Manager/NR
2. General Manager/NWR
3. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q.13011/02/2018-19-T.W., dated 27.06.2018.
4. Director General/RDSO.
5. Executive Director – Motive Power and Track-1, RDSO Lucknow
6. EDME/Freight/Railway Board

Prem Sagar
5.7.18

o/c

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

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. 2018/CEDO/SR/08 **New Delhi, Dated 05.07.2018**

The General Manager,
Western Railway,
Church Gate, Mumbai.

Sub: Provisional running of 20.32t axle load Single/Double Stacked Dwarf Containers (DSDC) of 1930mm high & 2600 mm wide, on existing Broad Gauge low platform bogie container flat wagon type BLC (A-Car & B-Car) in empty and loaded conditions upto a maximum speed of 65 Kmph on Jamnagar-RJT-SUNR-VG-MSH-PNU section of Western Railway.

Ref: (i) CCRS's letter No Q.13011/02/2018-19-T.W., dated 27.06.2018.
(ii) Western Railway's letter No W636/15/43/7/1/BLC (Dwarf Container), dated 24.06.2018 & 29.06.18, No. W636/15/43/7/1 (BLC) (A Car & B Car) dated 28.06.18.

With reference to Western Railway's letter No W636/15/43/7/1/BLC (Dwarf Container), dated 24.06.2018 (Ref. ii), sent through the Chief Commissioner of Railway Safety; Sanction of Ministry of Railways, Railway Board is hereby communicated for provisional running of 20.32t axle load Single/Double Stacked Dwarf Containers (DSDC) of 1930mm high & 2600 mm wide, on existing Broad Gauge low platform bogie container flat wagon type BLC (A-Car & B-car) in empty and loaded conditions up to a maximum speed of 65 kmph on Jamnagar-RJT-SUNR-BG-MSH-PNU section of Western Railway, subject to terms & conditions as given in Western Railway's Joint Safety Certificate No. JSC/42/2018), Track Certificate No. TC/42/2018, Bridge Certificate Nos. BC/42/2018 & BC/42-R/2018, OHE Certificate No. EL-94/15/1(Speed Enhancement) June/09, RDSO's Provisional Speed Certificates No. MW/Container, dated 23.06.2018 and other certificates accompanying with the application with Board's stipulations as under:

(i) Provision of Western Railway's G&SR subsidiary rule 2.11(1) A & B shall be followed for operation of these containers in case of abnormal wind conditions.
(ii) Observance of all permanent speed restrictions and temporary speed restrictions in force or likely to be enforced from time to time.
(iii) Observance of additional speed restrictions as per Annexure-I of Western Railway's letter No W636/15/43/7/1/BLC (Dwarf Container), dated 24.06.2018. These speed restrictions shall be relaxed after ensuring necessary clearances as per RDSO speed certificate.

(iv) Additional speed restriction of 50 kmph on route from SUNR to PNU till the clearances are measured by the railways and made strictly as per requirement. As per Para 2.6.11 of the RDSO provisional speed certificate, the horizontal clearance from the nearest track centre has been specified. Though this route was clear for the movement of ISO containers, the clearances need to be measured again since the dwarf container is wider than the ISO container.

(v) The operation will be strictly only on those railway lines which are cleared for movement in Annexure-I of Western Railway's letter No W636/15/43/7/1/BLC (Dwarf Container), dated 24.06.2018 and also as per clearance study approved by EIG Western Railway, submitted alongwith the application.

(vi) These dwarf containers shall be operated only on BLC (A-Car & B-Car) Broad Gauge Low Platform Bogie Container Flat Wagons in empty as well as in loaded condition unless there is separate sanction for their operation on any other rolling stock.

(vii) It shall be ensured that additional restrictions on various stations/sections as mentioned in Joint Safety Certificate is effectively communicated to concerned Stations and Crew lobbies.

(viii) The validity of sanction is for five years as per the validity of RDSO's provisional certificate.

Prem Sagar
5.7.18

o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

No. 2018/CEDO/SR/08

New Delhi, Dated 05.07.2018

Copy forwarded for information to:

1. General Manager/ NR
2. General Manager/NWR
3. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q.13011/02/2018-19-T.W., dated 27.06.2018.
4. Director General/RDSO.
5. Executive Director – Motive Power and Track-1, RDSO Lucknow.
6. EDME/Freight, Railway Board



Prem Sagar
5.7.18

o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

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

No. 2018/CEDO/SR/06 **New Delhi, Dated 25.06.2018**

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

Sub: Regular operation of BG LHB SLR coach (Unique Transportation Code-LWLRRMU) fitted with underslung DG set and pneumatic suspension at the secondary stage on FIAT Bogies up to maximum permissible speed of 110kmph over Northern Railway.

Ref: (i) CCRS's letter No Q.13011/01/2018-19-T.W., dated 05.06.2018.
(ii) Northern Rly's letter No 519-W/1726, dated 30.04.2018.

With reference to Northern Railway's letter dated 30.04.2018 (Ref. ii); Sanction of Minisry of Railways, Railway Board is hereby communicated for Regular operation of BG LHB SLR coach (Transportation Code- LWLRRMU) fitted with underslung DG set and pneumatic suspension at the secondary stage on FIAT Bogies up to maximum permissible speed of 110kmph over Northern Railway, subject to terms and conditions as given in Northern Railway's Joint safety Certificate No. SL/BG/42/2018, with Track Certificate, Bridge Certificate, RDSO's two Final Speed Certificates Nos. SV.FIAT, dated 22.06.2017 upto a maximum speed of 130kmph on track maintained to C & M-I, Vol.-I & 105kmph on track maintained to other than C&M-I Vol.-I Standards and other certificate accompanying with the application and further subjected to the restructions/conditions as given in above certificate with Board's stipulations as under :

(i) Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
(ii) Observance of all conditions laid down in RDSO's Final Speed Certificate No. SV.FAIT, dated 16/22.06.2017 and Northern Railway's Joint Safety Certificate No. SLC/BG/42/2018, dated 11.04.2018 and concomitant Track and Bridge Certificate.
(iii) Maximum speed of BG LHB SLR Coach should be restricted as speeds proposed therein or the maximum permissible speed of the section whichever is less. There is no infringement as per IRSOD Revised 2004.
(iv) In case, air spring gets deflated, the speed shall be limited to 60 kmph. This has to be mandatory implemented by the driver.
(v) The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station. If the WSP of any coach becomes defective enroute, the brake system of that particular coach shall be isolated.

...continue to page-2

(vi) The LHB design BG LHB SLR coach fitted with underslung DG set fitted with pneumatic suspension at secondary stage shall be maintained as per "Maintenance Manual for Non-AC LHB Design Coaches".

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

No. 2018/CEDO/SR/06 **New Delhi, Dated 25.06.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, wrt. His endorsement no.Q.13011/01/2018-19-T.W., dated 05.06.2018.
2. The General managers, All Indian Railways (except NR)
3. Director General/RDSO.
4. The Commissioner of Railwqay Safety, All Circles.
5. Executive Director – Motive Power and Track-1, RDSO Lucknow.

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

O/c



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

No. 2018/CEDO/SD/12 **New Delhi, Dated 25.06.2018**

The General Manager,
Central Railway,
Mumbai.

Sub: Condonation for infringement to Para 2(i)(b) & 2(ii) Chapter II, Schedule I of IRSOD for existing gradient in **Vaghali station** 1 in 200 from km. 336.746 to 337.660 on IGP-BSL section in connection with provision of Loop Line of 753m CSR in Down Direction at **Vaghali station** of Bhushawal Division of Central Railway.

Ref: (i) CCRS's letter No Q.11011/05/2017-18-T.W., 11.04.2018.
(ii) Central Rly's letter No PCE/CRS/VAGHALI/BSL/02/2017, dated 08.01.2018 & 26.04.2018

With reference to Central Railway's application dated 08.01.2018 (Ref-ii); Sanction of Ministry of Railways, Railway Board is hereby communicated for **Condonation** of infringement to Para 2(i)(b) & 2(ii) Chapter II, Schedule I of IRSOD for existing gradient of 1 in 200 from km 336.746 to 337.660 in **Vaghali station** on IGP-BSL section in connection with provision of Loop Line of 753m CSR in Down direction at Vaghali station of Bhushawal Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations as under:

Location	Length	Grade
From Km. 336.746 to 341.00; {(UP & DN Main Line; UP Loop Line & Proposed DN Loop Line)}	914m	1 in 200

Further, above condonation in Vaghali yard is subject to stipulations as under :

i) Hand and loose shunting is strictly prohibited.
ii) While performing shunting towards Bhusawal end of the station yard, such shunting must be done with the engine leading towards block section (Bhusawal end), due to falling gradient of 1 in 200 in down direction towards block section.
iii) All shunting should be performed under the personal supervision of the Guard of the train, who is the person in charge of the shunting operatios at this station or the person in charge of the shunting operations.
iv) Shunting should be performed in accordance with the procedure laid down in SR 5.20-2 of G &S rule book.

o/c

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

...continue to page-2

No. 2018/CEDO/SD/12 **New Delhi, Dated 25.06.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, wrt. His endorsement no.Q.11011/05/2017-18-T.W., dated 11.04.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd, Floor, Churchgate Station Road Building Annexe, Mumbai.

अनिल कुमार 25/6/18

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

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

No. 2018/CEDO/SD/14 **New Delhi, Dated 25.06.2018**

The General Manager,
Central Railway,
Mumbai.

Sub: Condonation for infringement horizontal dimensions to Para 7(a)(ii), Chapter-II of IRSOD in connectin with the work of replacement of old FOB at ET end with new FOB 6m wide from platform no. 1 to 8 and extension upto circulating area alongiwth staircase on each platform & provision of lift on each PF, i.e. PF no. 1, 2&3, 4&5, 6, 7 &8 at Nagpur Station of Nagpur Division of Central Railway.

Ref: (i) CCRS's Letter No Q.11011/06/2017-18-T.W., dated 11.04.2018.
(ii) Central Rly's letter No PCE/CRS/NGP/Nagpur/2017, dated 09.11.2017 & 26.04.2018.

With reference to Central Railway's application dated 09.11.2017 (Ref. ii); Sanction of Ministry of Railways, Railway Board is hereby communicated for condonation for infringement horizontal dimensions to Para 7(a)(ii), Chapter-II of IRSOD in connectin with the work of replacement of old FOB at ET end with new FOB 6m wide from platform no. 1 to 8 and extension upto circulating area alongiwth staircase on each platform & provision of lift on each PF, i.e. PF no. 1, 2&3, 4&5, 6, 7 &8 at Nagpur Station of Nagpur Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations are as under:

"IRSOD item Schedule-I, Chapter-II, item no. 7(a)(ii) (Buildings and Structures); i.e. available clearance varies from 4488 mm to 5235 mm instead of 5330mm → infringement of 842mm to 95mm."

Further, above condonation in Nagpur Station is subject to stipulations as under :

(i) Caution sign for less clearance will be affixed/painted at every 10m distance in infringement zone to warn the passengers from overcrowding.
(ii) Special hatching will be painted in Red and Black colour along the staircase as well as on platform in the area of infringement.
(iii) No temporary or permananent structure will permitted in the infringement zone.
(iv) Stabling of hand trolleys in infringement zone will not be permitted to make entire space available for passenger movement.
(iii) Infringement zone will be well illuminated during night time.

o/c

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

...continue to page-2

No. 2018/CEDO/SD/14 **New Delhi, Dated 25.06.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, wrt. His endorsement no.Q.11011/06/2017-18-T.W., dated 11.04.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd, Floor, Churchgate Station Road Building Annexe, Mumbai.

(अनिल कुमार)
निदेशक सिविल इंजी. रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

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

सं. 2018/CEDO/SD/23

New Delhi, Dated 14.06.2018

The General Manager,
South Central Railway,
Secunderabad.

विषय : Secunderabad Division : Secunderabad – Kazipet & Santh Nagar Moula Ali section of Hyderabad Division – Upgradation of Railway infrastructure for introduction of Multi Modal Transport System in twin cities Hyderabad & Secunderabad : Moula Ali 'C' Cabin and Moula Ali Gate Cabin- Condonation of infringing gradients between Moula Ali Gate Cabil and Moula Ali 'C' Cabin Limits.

संदर्भ : S.C. Rly's letter no. W.573/C/MLY C&G/Condonation, dated 12.12.2017

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

Prem Sagar
14/6/18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, South Central Railway, **Secunderabad.**

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

S.No. 1

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcomr@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 11018/05/2017–18–रा0वि0

दिनांक: 28.05.2018

सेवा में,

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

विषय: Secunderabad section: Secunderabad - Kazipet & Santh Nagar Moula All section of Hyderabad Division – Upgradation of Railway infrastructure for introduction of Multi Modal Transport System in twin cities Hyaderabad & secunderabad : Moula Ali C cabin and Moula Ali Gate abin-Condoation of infringing gradients between Moula Ali gate cabin and Moula Ali 'C' cabin limits.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या– Q.11018/4/17-SCC/52 दिनांक 19.04.2018.

The above subjected case, received from Commissioner of Railway Safety, South Central Circle, Secunderabad vide letter under reference is hereby forwarded for necessary action with the following conditions:-

1. No load should be stabled on main line without a live engine attached.
2. No shunting beyond outermost points on the steep gradient side should be allowed unless a locomotive is attached at the lower end of the load from the point of view of gradient.
3. Hand shunting and loose shunting is strictly prohibited.
4. Train engine of passenger train occupied by passengers should not be detached under any circumstances without observance of relevant Rules.
5. Proper securing of vehicles has to be done in accordance with the GR 5.23 and SRs there under.
6. The above conditions shall be incorporated in SWR of Moula-All station and strictly adhered to.
7. No shunting shall be allowed at infringing gradient end unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in para 5.20 of G&SR.
8. Shunting shall be supervised by person as specified in para 5.13 & 5.14 of G&SR.

Scanned by CamScanner

9. The yard gradient shall be prominently displayed in yard diagram available in SM's Room/Operating Panel/VDU.
10. Yard gradient shall be jointly measured every six months and recorded.
11. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.

This has the approval of Chief Commissioner of Railway Safety.

(इन्दु प्रभा दुबे) 05-2018
उप रेल संरक्षा आयुक्त (परिचालन)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद ।

प्रेषित किया
31/05/2018
प्रेषक

Scanned by CamScanner

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

सं. 2018/CEDO/SD/04 New Delhi, Dated 12.06.2018

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

Sub : **Temporary Condonation** for infringement to IRSOD Schedule –I, Chapter VA/VB with A & C Slip no. 21, under Sidhpur ROB (Main Line) at Km. 682/7-8 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway.

Ref : (i) CORE letter no. CORE/Engg/Drg./Infringement/Genl., dated 16.05.2018.

(ii) W.Rly's letter no. W 755/Condonation/3/(W4), dated 16.04.2018

1. In referrence to PCE/WR letter no.W 755/Condonation/3/(W4) dated 16.04.2018, the reply sent by CORE vide letter no. CORE/Engg/Drg./Infringement/Genl., dated 16.05.2018 is enclosed.
2. CORE is not agreeing for execution of work of raising of ROB.
3. Kindly take suitable necessary action in the matter.

Encl: As above

Prem Sagar 12.6.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44603 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information and necessary action to :

1. The Principal Chief Engineer, CORE, Allahabad.
2. EDRE, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर 12/06/18
Signature.....
जारी की तिथि
Date of issue.....

पश्चिम रेलवे
Western Railway

Headquarter Office,
Churchgate, Mumbai-20.
प्रधान कार्यालय, चर्चगेट मुंबई-20

416202/201
S.No 6

प.मु. W 755/Condonation/3 (W 4)

दिनांक: 16.04.2018.

To,

The Executive Director
Civil Engineering (G),
Railway Board, New Delhi.
E-mail Id: edceg@rb.railnet.gov.in

Sub: Temporary Condonation granted for continuing with infringements to standard dimensions of IRSOD Schedule-I, chapter-V A/ V B with A&C slip No. 21, under Sidhapur ROB (Main line) at Km 682/7-8 - Change executive agency and increasing temporary condonation period.

Ref:- Railway Bd' letter no. 2018/CEDO/SD/04 dt 27.02.2018. (S.No.5)

On the above subject matter, following is submitted for your kind consideration:-

1. The temporary condonation to infringement to IRSOD was sought for subject ROB in order to facilitate commissioning of Mahesana – Palanpur section on 25 KV AC electrification in FY 2017-18 as per target given by Railway Board.
2. The work of lifting of subject Sidhapur ROB is part of electrification of MSH-PNU section for which provision exists in the RE estimate. Accordingly, RE/ADI unit has already taken initiative to appoint consultancy in this regard. In various meetings held between GM/WR & GM/CORE, it was categorically mentioned that work of lifting of ROB would be undertaken by CORE.

   The condonation application was submitted & forwarded by this Railway to Board based on the undertaking given by RE to lift the ROB in two year time.
3. CCRS, while forwarding the application to Railway Board recommended to assign this work to Zonal Railway for expeditious removal of infringement. CCRS also recommended to grant sanction of condonation upto 31.03.2019. Considering the urgency to get the condonation, this was agreed by this Railway and condonation was issued accordingly by Railway Board. Condonation was essential to facilitate commissioning of MSH-PNU section after clearance by CRS.
4. However, while complying various conditions stipulated by Board, the issues relating to change of executive agency and period for lifting of Sidhapur ROB were reviewed by HQ & Division and it was considered that change in executive agency at this stage would cause delays due to procedures and accountal problems involved. As decided during the meeting between GM/WR and GM/CORE, RE/ADI unit was advised to appoint consultancy and execute the work. RE/ADI unit is already processing this case and transfer of contract at this stage will result in loss of time. Moreover open line Railway is already overburdened with many works on account of ongoing DFCC and high speed corridor works.
5. It is also brought out that the condonation period of one year i.e. upto 31.03.2019 is not sufficient considering the facts such as volume of work, specific designing by an expert agency, permission/ co-ordination with state authorities etc.

In view of above, Board is requested to issue following amendment to the subject condonation:-

- CORE is nominated as executive agency for ROB raising work instead of open line Railway.
- The period of condonation is extended upto 31.03.2021.

(R. K. Meena)
Principal Chief Engineer

G:\Letter Dy CE\- TRD\Mar 2018.docx

RE

SH-8

सत्य प्रकाश
प्रमुख मुख्य इंजीनियर

केन्द्रीय रेल विद्युतीकरण संगठन
नवाब यूसुफ रोड, इलाहाबाद–211001
बीएसएनएल- 0532-2407892

No. CORE/Engg/Drg./Infringment/Genl. Dated: 16.05.2018

Executive Director
Railway Electrification
Railway Board
New Delhi

Subject: Temporary condonation for continuing with infringements to standard dimensions of IRSOD Schedule-I, chapter-VA/VB with A&C slip No-21 at Sidhpur ROB (Main Line) at Km. 682/7-8 – change of executing agency and increasing temporary condonation period.

Ref: (1) Railway Board's letter No.2018/CEDO/SD/04, e- office 3247962 dated 15.05.2018
(2) PCE/Western Railway's letter No. W 755/Condonation /3 (W4) dated 16.04.2018

1.0 In connection with above, it is mentioned that PCE/Western Railway, vide this office letter of even number no dated 03.05.2018 (copy enclosed) was informed that in view of stiff target of electrification and shortage of officers and staff, it is not possible for RE to raise ROBs on Western Railway. It was also requested that feasibility study along with design and drawing be carried out by Western Railway itself, for which debit will be accepted by RE.

2.0 In the meeting held between GM/W. Rly. and GM/CORE on 08.05.2018, PCE/Western Railway did not agree to undertake feasibility study and asked RE to fix agency for carrying feasibility study with co-ordination with Western Railway. Accordingly it was decided that agency for conducting feasibility study will be fixed by RE and co-ordination with agency will be done by W. Rly. while payment for execution will be arranged by RE after due certification. On conclusion of feasibility study, W. Rly. will take decision on executing agency and modalities of execution of work. In reference to letter of PCE/WR dated 16.4.2014 refered at (2) above, position has been given to him vide this office letter of even no. dated 16.5.2016 (copy enclosed).

This is for your kind information and necessary action.

DA: As above

16.5.2018
(सत्य प्रकाश)
प्रमुख मुख्य इंजीनियर

रेल मंत्रालय (रेलवे बोर्ड)
Ministry of Railways (Railway Board)
21 MAY 2018

RMS/DO Letter

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

सं. 2018/CEDO/SD/22 **New Delhi, Dated 05.06.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation to IRSOD provisions (A & C Slip No. 07 to Clause 1 Chapter V-A of IRSOD) to adopt reduced Electrical Clearance (Long time and Short time) at 2 Nos. ROBs to facilitate running of Dwarf container in Double stack (Height 4877mm) in Ahmadabad station area of Ahmadabad Division of Western Railway.

संदर्भ : Western Rly's letter no. W 755 (Condonation/W4), dated 10.01.2018

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

Prem Sagar
8/6
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, Western Railway, **Churchgate, Mumbai.**

D/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर 1/06/18
Signature.....
जारी की तिथि
Date of Issue.....

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

No. Q-11020/13/2017-18-T.W.

Date: 25.05.2018

सेवा में,

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

Subject: - Railway Board condonation to IRSOD provisions (A&C Slip no. 07 to caluase-1 Chapter V-A of IRSOD) to adopt reduced Electrical Clearance at Two ROBs to facilitate running of Dwarf container in Double Stack in Ahemdabad station area of Ahmedabad Division of Western Railway.

Ref: i) रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई का पत्र संख्या 221/1248 dated 28.12.2017.
ii) रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई का पत्र संख्या 221/159 dated 11.05.2018.

Vide above references, Western Railway approached this office, through CRS/WC, seeking temporary condonation to adopt reduced Electrical Clearance at Two ROBs to facilitate running of Dwarf container in Double Stack in Ahemdabad station area of Ahmedabad Division of Western Railway. The case is hereby forwarded, with the endorsement of commission of Railway Safety, for necessary action subject to the following conditions:-

1. Conditions (a) to (c), as mentioned in CRS/WC letter under reference (i) shall be complied with.
2. All the safety precautions as recommended by committee under para 4.1 shall be ensured till the infringement is removed.
3. Protective relays and circuit breakers shall be maintained in good condition.
4. Proper earthing of ROBs shall be ensured and periodically checked by Railways.
5. Raising of track shall not be permitted at these locations. Permanent marking of present rail level shall be done.
6. Joint checking of Rail level and Electrical clearances shall be done at every 3 months by Electrical and Engineering department and records shall be kept with traceability.
7. Permanent board shall be provided on both side of ROBs to indicate infringement.
8. Infringements shall be recorded in SOD infringement register.
9. Infringements shall be removed within one year i.e. upto May'2019. The sanction of condonation shall be valid only upto May'2019.

25/5/18
(अरविन्द लोधी)
उप रेल संरक्षा आयुक्त/वि.क.

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई ।

25/5/18

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

सं. 2018/CEDO/SD/15

New Delhi, Dated 08.06.2018

The General Manager,
Central Railway,
C.S.T. Mumbai.

विषय : Condonation for infringement to Para 2(i)(b) and 2(ii) of Chapter-II, Schedule-I of IRSOD for proposed gradient steeper than 1 in 260 in **Kalwa yard** in connection with laying of 5th & 6th line between Thane-Diva of CSTM-Kalyan section and retention of existing grade of 1 in 196 of Kalwa yard in Mumbai Division of Central Railway.

संदर्भ : Central Rly's letter no. PCE/CRS/BB/Kalwa/2018/1, dated 05.02.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of following infringement to Para 2(i)(b) & 2(ii) of Chapter-II, Schedule-I of IRSOD for gradient in **Kalwa yard** in Mumbai Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter :

Location	Length	Grade
From Km. 34.367 to Km.34.882; (CH:(-)1120.000m to (-)604.739m) {(Existing DNLL & UPLL) and (NEW UPTH & DNTH)}	515.261m	1 in 196
From Km. 35.657 to Km.36.237; (CH:170.000m to 750.000m) {(NEW DNLL & UPLL) and (New UPTH & DNTH)}	580.000m	1 in 241

The above condonation is subject to stipulations as under :

(i) Hand and loose shunting on the UP & DN suburban lines are strictly prohibited.

(ii) Shunting in Kalwa yard must be performed with the engine leading.

(iii) The load should be on vacuum/air brake.

(iv) Detained vehicle must be secured by applying hand brakes, wedges and safety chain with padlock.

(v) Before drawing an EMU rake or any other train ahead in shunting Neck 1 at KYN end beyond gate no. 28, the pilot man deputed for this purpose must stop the train at stop Board No.6 and ensure that this Level Crossing Gate is Closed against the road Traffic. Similarly while backing a train from shunting neck the pilot man will stop the train at stop Board No.7 and ensure the 'Closure' of Level Crossing Gate No. 28 against the road Traffic.

(vi) No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.

(vii) Shunting shall be supervised by person as specified in Para 5.13 & 5.14 of G&SR.

(viii) The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Panel/VDU.

(ix) Locomotive attachment and detachment, if unavailable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.

Prem Sagar
8.6.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि 6-18
Date of Issue

सं. 2018/CEDO/SD/15 New Delhi, Dated 08.06.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement no. Q. 11011/03/2017-18-T.W., dated. 13.04.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020., w.r.t. letter no. C-13(293)/2018/275, dated 05.04.2018.

Prem Sagar
8.6.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 07.06.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : SSOD of DFCCIL-Amendment for Western Corridor.

Ref : DFCCIL letter no. HQ/EL/SOD/Pt.IV, dated 05.06.2018.

GGM/EL/TS, DFCCIL, has sent a proposal for issuing correction slip in DFCCIL SSOD w.r.t. Western Corridor (copy of relevant papers enclosed).

RDSO is requested to examine the same and send the draft correction slip for further necessary action.

This may be treated as **"MOST URGENT".**

Encl: As above

7/6/18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.): 011-23383379 (MTNL): 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

1. Copy forwarded for information and necessary action to the Executive Director (Track), RDSO, Manak Nagar, Lucknow
2. Copy for information to :

   Managing Director and Director/Infra, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi-110001.

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

डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन ऑफ़ इंडिया लि.
Dedicated Freight Corridor Corporation of India Limited
डेडीकेटेड फ्रेट कोरीडोर
(भारत सरकार का उपक्रम)
(A Govt. of India Enterprises)
5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi -110001

No.: HQ/EL/SOD/Pt. IV **Dated: 05.06.2018**

To,
Executive Director/CE/G
Railway Board,
Rail Bhawan,
New Delhi.

Kind Attn: Shri Prem Sagar Gupta, Executive Director/CE (G)

Sub: Justification of proposed ACS-5 to DFC SSOD.

Ref: 1) This office letter of even no., Dtd-04.06.2018

1.0 Ref. 1), it was requested to issue ACS no. 5 to WDFC SSOD for para no. 8.5, 9.2 & Drawing no. 6.

2.0 A justification for the proposed amendment in the stipulated format is enclosed herewith as Annexure-A.

05/06/18
(Dr. Sanjay Nayar)
GGM/EL/TS
DFCCIL

Annexure-A

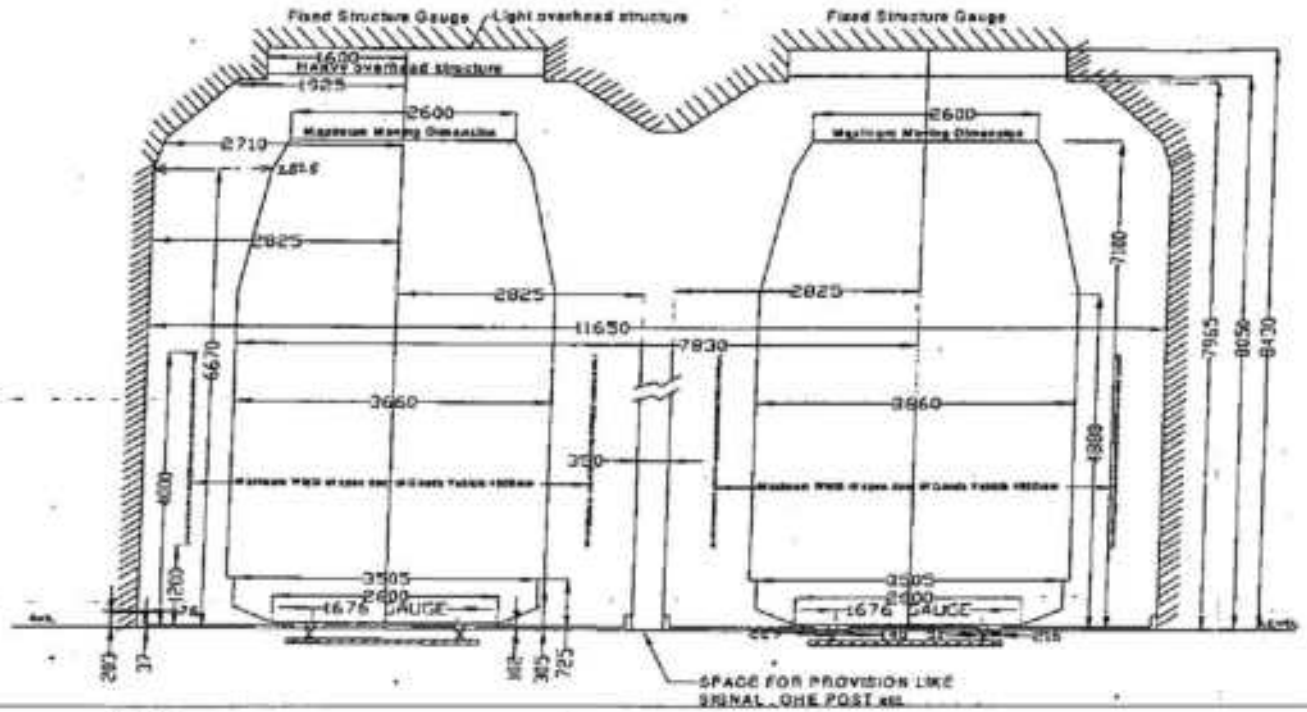
Proposed ACS-5 to DFC SSOD

Existing and Proposed Stipulation in Juxtaposition with Justification/Remarks

Sl	Provision of WDFC SSOD 2013	Existing Stipulation		Proposed Stipulation		Justification
		Item	Dimension	Item	Dimension	
1	Diagram no. 6 (page no. 57)	Diagram 6 (MMD and fixed structure gauge for Out of station to suit 2X25 KV AC traction)		Revised Diagram 6 showing the revision in RED as Annexure A		The proposed revised Diagram showing the revision in RED as Annexure A is to enable provision of Signals with Direction type Route indicators in between tracks at stations without infringing the Maximum Moving Dimensions (MMD).
2	Clause 8.5.1 (page no 31)	From Rail level to 6670 mm above rail level	2825 mm	From rail level to 4900 mm above rail level	2825 mm	
3	Clause 8.5.2 (page no 31)	From 6670 mm above rail level to 7100 mm above rail level	2825 mm gradually decreasing to 2710 mm.	From 4900 mm above rail level to 7965 mm above rail level.	2170 mm gradually decreasing to 1625 mm.	
4	Clause 8.5.3 (page no. 31)	From 7100 mm above rail level to 7965 mm above rail level	2710 mm gradually decreasing to 1925 mm and further decreasing to 1600 mm	**This clause to be deleted as covered in proposed amended Para 8.5.2.**		
5	Clause 9.2.3 (i) (page no 38)	From Rail level to 6670 mm above rail level	2825 mm	From rail level to 4900 mm above rail level	2825 mm	
6	Clause 9.2.3 (ii) (page no 38)	From 6670 mm above rail level to 7100 mm above rail level	2825 mm gradually decreasing to 2710 mm	From 4900 mm above rail level to 7965 mm above rail level.	2170 mm gradually decreasing to 1625 mm	
7	Clause 9.2.3(iii) (page no. 38)	From 7100 mm above rail level to 7965 mm above rail level	2710 mm gradually decreasing to 1925 mm and further decreasing to 1600 mm	**This clause to be deleted as covered in proposed amended Para 9.2.3 (ii)**		

DIAGRAM No. - 6
1676mm GAUGE

MMD AND FIXED STRUCTURE GAUGE FOR OUT OF STATION TO SUIT 2x25 Kv AC TRACTION
CHAPTER - I



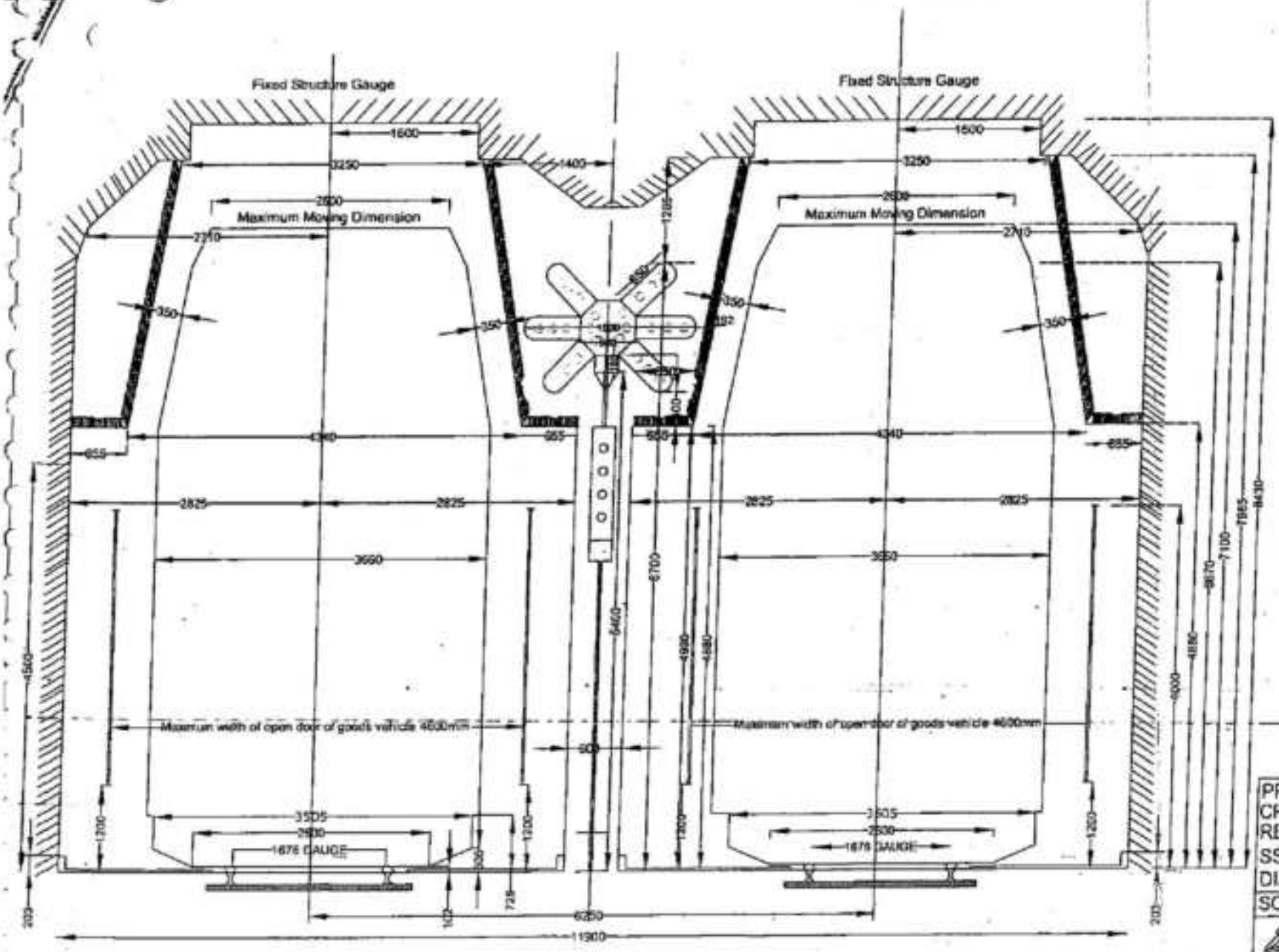
NOTE :-

(i) ALL DIMENSIONS ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.

(ii) IF SPACE OF 580mm PROVIDED BETWEEN CENTRES OF TRACK FOR PLACEMENT OF SIGNAL POST THEN MINIMUM DISTANCE BETWEEN CENTRE TO CENTRE OF TRACK SHALL BE 6250mm. THEREFORE OVERALL WIDTH WILL BE 11630+250 = 11930mm.

(iii) NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275mm IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING etc.THEREFORE OVERALL HEIGHT ABOVE RAIL LEVEL WILL BE 8705mm INSTEAD OF 8430mm IN CASE OF LIGHT OVERHEAD STRUCTURE AND 8325mm INSTEAD OF 8050mm IN CASE OF HEAVY OVERHEAD STRUCTURE.

Annexure-A



Maximum width of open door of goods vehicle 4600mm

Maximum width of open door of goods vehicle 4600mm

PROJECT: WDFC CPM JAIPUR UNIT REFERENCE DRAWING: SSOD/WDFC/PAGE-57 DIAGRAM NO.:-6
SCALE: 1:40
DFCCIL PMC

Vihar, Mansarovar
2020

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

(96)

सं. 2016/CEDO/ORI/O/01

New Delhi, Dated 05.06.2018

The Director General,
R.D.S.O,
Manak Nagar, Lucknow.

विषय : Speed Certificate for Rolling Stock for DFCCIL

संदर्भ : DFCCIL's letter No. Co/Mech.2018/Axle Load Wagon/201800591, dated 25.05.2018

1. Kindly find enclosed herewith DFCCIL's letter No. Co/Mech.2018/Axle Load Wagon/201800591, dated 25.05.2018 on the above cited subject, wherein DFCCIL has requested Board that RDSO may be advised to issue the speed certificates for the rolling stocks operations on DFCCIL.
2. It is to mention here that as per Concession Agreement between Ministry of Railways & DFCCIL on 28.02.2014 *"DFCCIL is a special purpose vehicle established by the MOR to implement the Project and operate and maintain the New Railway consistent with the Project Objectives and is a railway administration under the Railway Act, 1989."*
3. RDSO is therefore requested to take further necessary action in the matter. Further details required, if any, may be taken directly from DFCCIL.

Encl: As above

Prem Sagar
5.6.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. **Managing Director,**
DFCCIL,
5th Floor, Pragati Maidan Metro Station Building Complex,
NEW Delhi- 110001

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

(45)

डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेडफ्रेटकोरीडोरकार्पोरेशनऑफ़इंडियालि.
Dedicated Freight Corridor Corporation of India Limited
(भारतसरकारकाउपक्रम)
(A Govt. of India Enterprises)
5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi -110001

No. Co/Mech.2018/Axle Load Wagon/201800591 Date 25.05.2018

The EDCE/G,
Ministry of Railway,
(Railway Board)
New Delhi.

Sub: Speed Certificate for rolling stock for DFCCIL

A meeting was held with RDSO on 14/05/2018 on the above subject matter. The Minutes of Meeting are enclosed.

As requested by RDSO in the meeting following are the maintenance and Track standard of DFCCIL:

Track structure

a) UIC 60 Kg/m rail as per IRST 12-2009 in EDFC and 1080 HH-UIC/60 E-1 in WDFC.
b) Sleepers are being designed for 25 T Axle load.
c) Sleeper density is 1660 nos./km on main line.

Maintenance Standard

DFC will maintain track as per C&M-I, Vol-I.

It is requested that RDSO may be advised to issue the speed certificates for the rolling stocks operations on DFCCIL. List of common freight wagons likely to be working on DFC is enclosed.

25/05/2018
(J.K.Jain)
GGM/Mech-II

Enclosers: MOM dated 14.05.2018
List of main freight wagons

Copy to-

DG/RDSO- For kind information in reference to MOM dated 14.05.2018
PED/Infra/RB.
ED/Wagon, EDMP, ED/Track, RDSO

Minutes of meeting held in the chamber of DG/RDSO with DFCCIL on 14.05.2018.

Present

1) Shri J. K. Jain/ GGM/Mech.-II/DFCCIL
2) Shri C. M. Rao/EDMP/RDSO
3) Shri Nilmani/ED/Track-I
4) Shri Sanjay Kumar/EDSW/RDSO

1. Maximum permissible speed of IR freight Wagon on DFCCIL network and applicability of speed certificate issued by RDSO was discussed.

RDSO informed that IR Speed Certificates have been issued considering IR track, parameters, bridges etc. IR track is classified in two categories for Speed Certificates.

(I) C&M-I Vol.-I (110 kmph and above)
(II) Other than C&M-I Vol.-I (Below 110 kmph)

Decision is required as to whether fresh Speed Certificates are to be issued for DFCCIL. It is also required to be clarified in what category of maintenance the DFCCIL track is to be considered.

2. DFCCIL may provide following details to Railway Board and RDSO.

(I) Track standards.
(II) Maintenance standards of DFCCIL i.e. C&M-I Vol.-I or other than C&M-I Vol.-I or any other standard will be followed by DFCCIL.
(III) Track loading density on DFCCIL.

3. RDSO also advised that DFCCIL may approach Railway Board with all technical details and on the directive of Rly. BD., the protocol to be followed for Speed Certificate for DFCCIL will be decided.
4. Certain Sections of DFCCIL can be nominated for conducting oscillation trial to validate speed of 100 kmph at axle loads of 25 & 22.9T.

ED (Wagon)

Copy for information to:

DG/RDSO

MD/DFCCIL

List of Common Freight Wagons likely to be working on DFC

Open Wagons	Hopper Wagon	Auto Car	Defence Wagon
BOX	BOBRN/BOBRN-25	BCACBM	BCL
BOXC	BOBSN	BCACM/BCACB	BCLA
BOXR	BOBYN/HS	BCCM	BCLH, BCLHA
BOXN/BOXNHL/BOXNHA/BOXNCR	BOBRNAL	**Flat and Container Wagon**	BFAT
BOY/BOY-25	BOBR	BFNS	BOMN
BOST/BOSTHS	BCBFG	BFR/BRH	BWTB
BOXN-25	**Covered Wagon**	BFKHAN	BCLM
BOXNHS	BCXC, BCXT	BFU	
BOBSN-25	BCNA,BCN	BFKN/BFKI	**Tank Wagon**
BOXNAL	BCNHL	BRN/BRNA	BTFLN
BOXNLW		BLC	BTPM
Special Type Wagon		**Brake Van**	BTPGL/BTPGLN
BCCN		BVZC	BTALN
BOBS		BVZ	BTCS
BOBX		BVZI	BTAP
BRSTN			

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

सं. 2018/CEDO/SD/21

New Delhi, Dated 01.06.2018

The General Manager,
West Central Railway,
Jabalpur.

विषय : Temporary Condonation for adoption of IRSOD (BG) 2004 Schedule-I Chapter-I General and ACS-13 Para-10 Note (b) regarding minimum vertical permissible clearance from Rail Level to any structure at Niwar Bridge KM 1067/2-3 in Jabalpur-Satna section of Jabalpur Division of West Central Railway.

संदर्भ : W.C. Rly's letter no. RE/JBP/EL/01/1067, dated 07.03.2018

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, West Central Railway, **Jabalpur.**

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

No. 2018/CEDO/SD/21

S.No. 1

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

Office 428706/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–वक्यू/11011/02/2018–19–तoविo

दिनांक: 21.05.2018

सेवा में,

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

विषय: Temporary condonation for adopting of IRSOD (BG) 2004 Schedule-1 Chapter-1 General and ACS-13 para 10 Note (b) IRSOD-2004 regarding minimum vertical permissible clearance from rail level to any structure at Niwar Bridge at km. 1067/2-3 in Jabalpur-Satna section of Jabalpur Division of West Central Railway.

संदर्भ: रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या – C-13(307)/2018/286 दिनांक 11.04.2018

The above subjected case, received from Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following observations/stipulations:-

1. No ODC of height more than 4420mm from Rail level will be allowed under DN/L Niwar Through Girder Bridge between SNPR-NWR section at km1067/2-3.
2. No raising of track under DN/L niwar Through Girder Bridge between SNPR-NWR section at km-1067/2-3 is permitted.
3. Rail lvel shall be prominently marked.
4. Joint Checking of contact wire height and electrical clearance (long and short term) by Electrical and Engg. department at every 3 months or after any track maintenance work shall be done and records shall be kept with traceability.
5. A board indicating infringement shall be provided at suitable location to indicate infringement.
6. Infringement shall be recorded in infringement register.
7. Infringement shall be removed by December, 2018.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।

प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

सं. 2018/CEDO/SD/20 **New Delhi, Dated 01.06.2018**

The General Manager,
West Central Railway,
Jabalpur.

विषय : Temporary Condonation for adoption of IRSOD (BG) 2004 Schedule-I Chapter-I General and ACS-13 Para-10 Note (b) regarding minimum vertical permissible clearance from Rail Level to any structure at Hiran River Bridge KM 1025/1-3 in Jabalpur- Satna section of Jabalpur Division of West Central Railway.

संदर्भ : W.C. Rly's letter no. RE/JBP/EL/02/1025, dated 07.03.2018

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, West Central Railway, **Jabalpur.**

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
(as above) Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
date of issue.....

No. 208/CEDO/SD/20

S.No. 2

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

eoffice 428709/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 11011/03/2018–19–तoविo

दिनांक: 21.05.2018

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

विषयः Temporary condonation for adopting of IRSOD (BG) 2004 Schedule-1 Chapter-1 General and ACS-13 para 10 Note (b) IRSOD-2004 regarding minimum vertical permissible clearance from rail level to any structure at Hiran Rever Bridge at km. 1025/1-3 in Jabalpur-Satna section of Jabalpur Division of West Central Railway.

संदर्भः रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या – C-13(308)/2018/287 दिनांक 11.04.2018

The above subjected case, received from Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following observations/stipulations:-

1. No ODC of height more than 4420m from Rail level will be allowed under Through Girder Bridge (DN/L Hiran) Between GSPR-SHR section at km-1025/1-3.
2. No raising of track under Through Girder Bridge (DN/L Hiran) between GSPR-SHR sections at km -1025/1-3 is permitted.
3. Rail level shall be prominently marked.
4. Joint Checking of contact wire height and electrical clearance (long and short term) by Electrical and Engg. department at every 3 months or after any track maintenance work shall be done and records shall be kept with traceability.
5. A board indicating infringement shall be provided at suitable location to indicate infringement.
6. Infringement shall be recorded in infringement register.
7. Infringement shall be removed by March, 2019.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

No. 70/WDO/ORI/1/Vol. V

Date: 31.05.2018

General Manager,
All Indian Railways

The Chief Commissioner of Railway Safety,
Office Compound of DRM/NER,
Ashok Marg, Lucknow.

Sub: - Commission for Railway Safety
-Procedure to Deal with Difference of Opinion between Railway Administration and CRS for Opening of New Railway or Work or Condonation of Infringements to IRSOD for structures

1. Commissioner of Railway safety (CRS) is empowered for 'opening of a new railway or work' on the request of Zonal Railway. However, many a times, it has been noticed that in a case where there is difference of opinion between Zonal Railway and CRS, prolonged correspondence takes place between them extending even for years together in resolving the issue.

2. The prolonged correspondence in decision making results in avoidable delay in opening of new lines or works on Indian Railways. To expedite the process of decision making in such cases, following procedure proposed by Ministry of Railways has been agreed by Ministry of Civil Aviation:

"All cases of opening of a railway or a work or condonation of infringements to IRSOD for structures, where there is difference of opinion between zonal railway and CRS and issue is not getting resolved in a reasonable time, CRS at his own or on the request of Railway Administration (as defined in "The Railways Act, 1989") refer the case to Chief Commissioner of Railway Safety (CCRS) within 15 days of receipt of such request from Railway Administration, for resolving the issue. In case such reference on the request of Railway Administration is not made by CRS to CCRS, the Railway Administration can make suitable reference to CCRS directly with a copy of such reference to concerned CRS and Central Govt. (Railway Board).

CCRS shall communicate his opinion to CRS and Railway Administration concerned, which shall be taken as the opinion of the Commission for Railway Safety. The cases where CCRS does not agree with Railway Administration, the CCRS shall submit the report with his opinion to Central Govt., for decision of the Central Govt. as per Section 22(2) and 22(3) of "The Railways Act, 1989."

3. Further, as suggested by Ministry of Civil Aviation, in order to resolve various interface issues between Zonal Railway and CRS, General Manager shall hold a meeting with CRS bimonthly.

4. This is issued with the approval of CRB.

Prem Sagar
31.05.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/ सिविल इंजी./ रेलवे बोर्ड
[Rly No. 44803, MTNL 011-23383379]

Copy forwarded for kind information to:
(i) Jt. Secy. (RA), Ministry of Civil Aviation, Rajiv Gandhi Bhawan, New Delhi 110003, in reference to Secretary, MoCA DO No. A.60015/101/2018-CRS, dated 24.05.2018.
(ii) Director General/ RDSO, Manak Nagar, Lucknow
(iii) Commissioner of Railway Safety, All Circles

O/C

Prem Sagar
31.05.18
कार्यकारी निदेशक/ सिविल इंजी./ रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
01/06/18

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

सं. 2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 31.05.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : SSOD of DFCCIL-Amendment for Western Corridor.

Ref : DFCCIL letter no. HQ/EL/SOD/Pt.IV, dated 02.05.2018.

GGM/EL/TS, DFCCIL, has moved a proposal for issuing correction slip in DFCCIL SSOD w.r.t. Western Corridor.(copy of relevant papers enclosed).

You may therefore examine the same and send the draft correction slip for these items at the earlist.

This may be treated as **"MOST URGENT".**

Encl: As above

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

1. Copy forwarded for information and necessary action to the Executive Director (Track), RDSO, Manak Nagar, Lucknow
2. Copy for information to :

(i) Managing Director and Director/Infra, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi-110001.

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुरक्षण: मिडिया जारी
Issue with Measure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

E-Office – 419113/2018

डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन ऑफ़ इंडिया लि.

Dedicated Freight Corridor Corporation of India Limited

डेडीकेटेड फ्रेट कोरीडोर

(भारत सरकार का उपक्रम)

(A Govt. of India Enterprises)

5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi -110001

No.: HQ/EL/SOD/Pt. IV **Dated: 02.05.2018**

To,
Executive Director/CE/G
Railway Board,
Rail Bhawan,
New Delhi.

Kind Attn: Shri Prem Sagar Gupta, Executive Director/CE (G)

Sub: Issue of Addendum & Corrigendum Slip (ACS) no. 4 to SSOD for Western Corridor of DFCCIL, 2013.

Ref: 1) Railway Board letter no. 2015/CEDO/SD/IRSOD/O/01, Dtd-12.05.2015.

1.0 SSOD for WDFC issued in January 2013, has following provisions:

1.1 Para 8.8 (page 34): **Interlocking and Signal Gear:**

Clause	Items	Dimension
8.8	Maximum height above rail level of any part of Interlocking or Signal gear for a width of **1830mm** in the case of tunnels, through and semi- through girder bridges on either side of centre of track, subject to the restriction embodied in the note (a) below.	**37mm**

Para 9.2 (page 38): **Building and Structures:**

Clause	Items	Dimension
9.2.3	Minimum horizontal distance from centre of track to any structure:	
(i)	From rail level to 6670 mm above rail level	2825 mm
(ii)	From 6670 mm above rail level to 7100 mm above rail level	2825 mm gradually decreasing to 2710 mm
(iii)	From 7100 mm above rail level to 7965 mm above rail level	2710 mm gradually decreasing to 1925 mm and further decreasing to 1600 mm
(iv)	From 7965 mm above rail level to 8430 mm above rail level	1600 mm

(v)	Below the rail level upto the formation level of the track on straight and curves upto radius of 875 m	**2575 mm**
(vi)	Below the rail level upto the formation level of the track on curves with radius less than 875 m	**2725 mm**

2.0 It is proposed to amend Para 8.8 & 9.2.3 of WDFC SSOD as under:

Sl. No.	Existing Provisions in WDFC SSOD	Proposed provisions for WDFC SSOD	Remarks
1	**Clause no. 8.8 (page 34)**: Maximum height above rail level of any part of Interlocking or Signal gear for a width of **1830mm** in the case of tunnels, through and semi- through girder bridges on either side of centre of track, subject to the restriction embodied in the note (a) below : **37mm**	**Clause no. 8.8 (page 34)**: Maximum height above rail level of any part of Interlocking or Signal gear for a width of **1600mm or** 1830mm in the case of tunnels, through and semi-through girder bridges on either side of centre of track subject to the restriction embodied in the note (a) below: **64mm**.	To be made as per **para 12** (page 8 of Chapter-I) of IR SOD, revised 2004.
2	**Clause no. 9.2.3 (page 38)**: Note: Nil.	**Clause no. 9.2.3 (page 38)**: **Note**: "The various fixtures, which are attached to the track; like lock bar, point machine, traction bonds, point & signal rodding, etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item 9.2.3 (v) & 9.2.3 (vi) above will not be applicable to these items".	To insert Note (c) as per **ACS No. 16** (Para 11 (A) of IRSOD, revised 2004.

3.0 The above corrections may please be considered and amendments to WDFC SSOD may please be issued as ACS No. 4.

This has approval of Competent Authority.

02/05/18

(Dr. Sanjay Nayar)
GGM/EL/TS
DFCCIL

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

सं.2017/CEDO/SR/13

New Delhi, Dated 25.05.2018

The General Manager,
Southern Railway,
Chennai.

विषय : Running of BG Bogie Open Rapid Bottom discharge coal hopper wagon type **'BOBRM1'** with CC+6T+2T loading at a maximum speed of 60 Kmph in loaded and 75 Kmph in Empty condition on all BG section **Southern Railway.**

संदर्भ : S.Rly's letter no. W.349/4/8W(DETC/US), dated 30.09.16.

While processing above cited case for Board's sanction, it has been observed that Para 1.4.2 RDSO's Final Speed Certificate no. MW/SPD/BG /BOBRM1/ 22.32t/Final, dated 03.04.2008 have not been complied in detail.

In view of above, Railway is requested to re-exmine the case and submit compliance to Para 1.4.2 of RDSO's Final Speed Certificate no. MW/SPD/BG /BOBRM1/ 22.32t/Final, dated 03.04.2008 in detail duly indicating the line of section where BOBRM1 is likely to be treated as ODC.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.): 011-23047598 (MTNL): 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. ED(Track-1), RDSO, Manak Nagar Lucknow.

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

सं. 2018/CEDO/SD/19

New Delhi, Dated 24.05.2018

The General Manager,
Southern Railway,
Chennai.

विषय : Laying of 3rd & 4th Line between Chennai Beach (MSB) and Korukkupet (KOK) section – Condonation for horizontal clearance between centre line of Proposed 4th line track and abutment of Roard Over Bridge No. 7R at Chainage 2776.50m at Korukkupet end of Washermenpet(WST) Station Yard-reg.

संदर्भ : Southern Rly's letter no. W.573/M/280, dated 28.12.2017

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

अनिल 24/5/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dceqrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Southern Railway, Chennai.

रेल मंत्रालय
Ministry of Railways
Railway Board
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

O/C

2018/CEDO/SD/19FTS - 426437/2018 S.No1

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 11017/01/2018–19–तoवि0 दिनांक: 17.05.2018

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

विषय: Laying of 3rd & 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section-Condonation of horizontal clearance between centre line of proposed 4th line track and abutment of Road Over Bridge No. 7R at Chainage 2776.50m at Korukkupet end of Washermenpet (WST) Station yard-reg.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर के पत्र संख्या– **Q.11017/14/2016-17 SR/0050- 0052** दिनांक 09.04.2018

Vide above reference letter, CRS Southern Circle has recommended the case for condonation of infringement in the above subject work. Following Safety precautions are suggested for compliance at the time of consideration of condonation if given:-

(1) It will be ensured that all goods trains entering in this section will have all its wagon doors properly closed and secured

(2) Since there is a reverse curve of 7°(curve no.10 & 11) with a speed restriction 40 kmph immediately following the 3° curve (curve no. 12) under the bridge, the speed on the curve no.3 and under the bridge is restricted to 40 kmph with SE of 30 mm.

(3) Slewing of track shall not be permitted to further worsen the infringement.

(4) Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.

(5) Special Engineering boards shall be placed at the location indicating infringement.

(6) Restrictions for ODC movement as per clearance study approved by EIG shall be notified in working Time Table.

(7) Measurement of horizontal clearance and vertical clearance every three months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.

(8) Proper illumination of the area shall be done.

(9) Area should be kept free of movable trolleys.

(10) Special paints provided on structure to indicate infringement. Clearance shall be painted on the structure for reference.

(11) After every track maintenance, original clearance shall be checked and certified.

This has the approval of Chief Commissioner of Railway Safety.

18.05.2018

(इंदू रानी दुबे)
उप रेल संरक्षा आयुक्त (परिचालन)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर ।

भारत सरकार / GOVERNMENT OF INDIA
नागर विमानन मंत्रालय / MINISTRY OF CIVIL AVIATION
(रेल संरक्षा आयोग / COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
दक्षिणी परिमंडल
7, शेषाद्री रोड,गाँधीनगर,
बैंगलूरु - 560 009

COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009

(नं) No. : Q.11017/14/2016-17 SR/0050-0052 (दिनांक) Dated : 9.04.2018

The Secretary (Civil Engineering),
Railway Board,
Rail Bhavan,
NEW DELHI - 110001.

Through the Chief Commissioner of Railway Safety, Lucknow

Sub: Laying of 3rd & 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section - Condonation for horizontal clearance between centre line of proposed 4th line track and abutment of Road Over Bridge No. 7R at Chainage 2776.50m at Korukkupet end of Washermenpet (WST) Station yard – reg.

Ref: 1. CPDE/SR/SR letter No. W.573/M/280 dated 28.12.2017.
2. CE/Central/CN/MS letter no. MTP/337/MSB-KOK/3rd & 4th line/Condonation/7R dated 08.02.2018.

Please find enclosed herewith, Southern Railway Administration's letter No. W.573/M/280 dated 18.12.2017, along with its enclosures duly recommended for obtaining Central Government's sanction subject to following safety precautions:

1. Since there is a reverse curve of 7^0 (curve no. 10 & 11) with a speed restriction 40 kmph immediately following the 3^0 curve (curve no. 12) under the bridge, the speed on the curve no. 3 and under the bridge is restricted to 40 kmph with SE of 30mm.
   (i) With this condition, maximum infringement is limited to 131mm only.
2. Slewing of track shall not be permitted to further worsen the infringement.
3. Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.
4. Special Engineering boards shall be placed at the location indicating infringement.
5. Restrictions for ODC movement as per clearance study approved by EIG shall be notified in Working Time Table.
6. Measurement of horizontal clearance and vertical clearance every three months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.
7. Proper illumination of the area shall be done.
8. Area should be kept free of movable trolleys.
9. Special paints provided on structure to indicate infringement. Clearance shall be painted on the structure for reference.
10. After every track maintenance, original clearances shall be checked and certified.

(K. A. MANOHARAN)
Commissioner of Railway Safety

D.A.: As above.

Copy to: The General Manager/Southern Railway/Chennai with reference to letter no. W.573/M/280 dated 28.12.2017.

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

सं.2018/CEDO/SD/RS/03 **New Delhi, Dated 25.05.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringement to IRSOD (BG) Revised, 2004 for movement of non-ISO Double Stack Dwraf Containers (DSDC) (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration to RDSO's Drawing No. WD-17044-S-01 for A-Car & RDSO's Drawing No. WD-17044-S-02 for B-Car on existing BG low platform bogie container flat wagon type BLC/BLCM, on "Jamnagar (Rajkot/WR) to Chawapail (Ambala/NR) via Viramgam-Mehasana-Palanpur-Rewari Dhuri, Ludhiana & Sanchwal" section of Indian Railway.

संदर्भ : (i) RDSO's letter No.CT/CONTR/BG/MG, dated 25.10.2017.

(ii) CCRS's letter No.Q-14011/5/2017-18-T.W., dated 16.02.2018.

With reference to your above application, dated 25.10.2017, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 for movement of non-ISO Double Stack Dwraf Containers (DSDC) (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration to RDSO's Drawing No. WD-17044-S-01 for A-Car & RDSO's Drawing No. WD-17044-S-02 for B-Car on existing BG low platform bogie container flat wagon type BLC/BLCM, on "Jamnagar (Rajkot/WR) to Chawapail (Ambala/NR) via Viramgam-Mehasana-Palanpur-Rewari Dhuri, Ludhiana & Sanchwal" section of Indian Railway as shown in details enclosed with your above mentioned letter and reproduced as under :

(i) Clause 2(ii) - Minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5mm from wheel gauge face by 74mm (i.e. 840mm instead of 914mm)

(ii) Clause 11 – Minimum height above rail level for floor of fully loaded goods vehicles by 211mm (i.e. 934mm instead of 1145mm)

(iii) Clause 14 – Minimum height above rail level for centres of buffers for CBC couplers for fully loaded vehicle by 260mm (i.e. 770mm instead of 1030mm)

(iv) Clause 29 – Maximum height above rail level for width of 760mm on either side of the centre of unloaded vehicle by 612mm (i.e. 4877mm instead of 4265mm)

(v) Clause 30 – Maximum height above rail level at sides of unloaded vehicles by 1036mm at the beginning of slope line to 860mm at the top of the slope line of Diagram 1D of IRSOD(BG), Revised-2004 (i.e. 4877mm instead of 3841mm)

C/C

The above condonation is subject to following stipulations :

(i) *Locations with restricted height overhead structures shall be identified by Zonal Railway. Zonal Railway MUST ensure the removal of any infringements before starting operation of Non-ISO dwarf containers (1930mm high, 2600mm wide) in electrified territory.*

(ii) *Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO, shall be adhered to before introducing operation of subject rolling stock.*

(iii) *Before introduction of DSDC on above route, Electrical Inspector (EIG) of concerned Zonal Railway shall approve special clearance study report of restricted head room for over line structures on particular line/track in the route either already electrified or planned to be electrified*

(iv) *All the necessary conditions related to infringements and various clearances to be ensured, SHALL form part of the RDSO speed certificate whenever issued for the operation of Non- ISO dwarf containers (1930mm high, 2600 wide)*

(v) *For movement of subject rolling stock in any section of the Indian Railway, procedure as laid down in Policy Circular No.6 is required to be followed (i.e. first sanction of Railway Board for introduction of operation through CRS/CCRS and thereafter CRS sanction for operation in other sections subdsequently). In this connection, Railway Board's letters nos. 2011/CEDO/SR/04 dated 20.05.2011, dated 04.07.2011 & dated 16.08.2011 may be followed.*

Prem Sagar
25.05.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2018/CEDO/SD/RS/03 **New Delhi, Dated 25.05.2018**

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.14011/05/2017-18-T.W, dated 16.02.2018.
2. Commissioner of Railway Safety, Western & Northern Circle.
4. Executive Directors - Track-1 & Wagon, RDSO, Lucknow.
5. EDME(Fr.), EDRE & ED(EEM), Railway Board, New Delhi.

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

Prem Sagar
25.05.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/10 New Delhi, Dated 22.05.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation of existing gradient of 1 in 103 & 1 in 157 both at Howrah end in the Talaburu Station Yard at Km. 337.867 (from Howrah) in between Jhinkpani and Kendposi Stations in connection with the construction of proposed 3rd line in Rajkharswan-Dongoaposi section of Chakradharpur Division of South Eastern Railway.

संदर्भ : S.E. Rly's letter no. Works/AC/Gradient/CKP-Divn/Part-5, dated 29.12.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of infringement to Para 2(i) of IRSOD for gradient of 1 in 103 and 1 in 157 both at Howrah end in the Talaburu Station Yard at Km. 337.867 (from Howrah) in between Jhinkpani and Kendposi Stations in connection with the construction of proposed 3rd line in Rajkharswan-Dongoaposi section of Chakradharpur Division of South Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations are as under :

Location	Length	Grade
From CH : 669.50m(F/CSB) to CH:587.00m(F/CSB) at HWH end	82.50m	1 in 103
From CH : 587.00m(F/CSB) to CH:127.00m(F/CSB) at HWH end	460.00m	1 in 157

Further, above condonation is subject to stipulations as under :

(i) *No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.*
(ii) *Shunting shall by supervised be person as specified in Para 5.13 & 5.14 of G&SR.*
(iii) *While shunting, it shall by ensured that visibility is clear and weather is fair.*
(iv) *Hand and loose shunting is strictly prohibited.*
(v) *Stabling of vehicles on non-isolated lines of the yard is not permitted without live engine attached and proper securing of vehicle.*
(vi) *During attachment and detachment of Locomotive, Wagon of the train shall be properly secured.*
(vii) *The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Panel/VDU.*
(viii) *Locomotive attachment and detachment, if unavailable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.*
(ix) *Yard gradient shall be jointly measured every six months and recorded.*

Prem Sagar 22.05.18
(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/10 New Delhi, Dated 22.05.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/10/2017-18-T.W., dated. 20.03.2018.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 1743, dated 05.03.2018

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड / Railway Board अनुलग्नक सहित जारी Issued with Enclosure हस्ताक्षर Signature 22/05/18 जारी की तिथि Date of Issue

Prem Sagar 22.05.18
(प्रेम सागर गुप्ता)
मुख्य सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/11

New Delhi, Dated 23.05.2018

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation for infringement to Para 2(i)(b) & 2(ii) of IRSOD for gradient in **Jhansi yard** 1 in 200 (UP Main line Gwalior), 1 in 192 (Down Main line Gwalior), 1 in 200 Down Main line Kanpur, existing line) and 1 in 200 (Proposed UP Main line Kanpur) of Jhansi Division of North Central Railway.

संदर्भ : N.C. Rly's letter no. 355-W/JHS Yard/Board's Condonation/JHS Division/NCR/Bridge, dated 18.03.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of following infringement to Para 2(i)(b) & 2(ii) of IRSOD for gradient in **Jhansi yard** of Jhansi Division of North Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter :

Location	Length	Grade
From Km. 1128.680 to Km.1129.188 (Existing Jhansi-Gwalior/UP)	508.000m	1 in 200
From Km. 1128.680 to Km.1129.188 (Existing Jhansi-Gwalior/DN)	508.000m	1 in 192
From Km. 1129.0295 to Km.1129.188 (Proposed Jhansi-Kanpur/UP)	158.500m	1 in 200
From Km. 1128.680 to Km.1129.188 (Existing Jhansi-Kanpur/DN)	508.000m	1 in 200

The above condonation is subject to stipulations as under :

(i) *No train or vehicle shall be stabled on "Non-isolated lines" without a "live engine" attached to it. Further, only live load with power to be stabled in 61m siding in North end of yard due to steep gradient.*

(ii) *Precautions for shunting/securing of vehicle at the station as per General Rules Para 5.20 to Para 5.23 shall be followed.*

(iii) *The precautions as per GR Para 5.23 shall be taken for securing of all train stabled lines and during attachment/detachment of locomotive, coaches & wagons.*

(iv) *During shunting, the engine shall be attached to the falling end of the gradient. No shunting beyond outermost points on the steep gradient side should be allowed unless a locomotive is attached at the lower end of load from point of view of gradient.*

(v) *The stipulation already included in Station Working Rule of Jhansi Station "when receiving loaded goods trains from Orchha, Karari and Mustara, home signal of Jhansi shall be kept off and loaded goods trains not to be taken in Jhansi Goods Yard" shall be strictly followed.*

(vi) *The stipulation of Para 3.47 of General Rules shall be strictly followed for simultaneous reception and dispatch for trains received from Kanpur & dispatch to Kanpur from Jhansi yard.*

(vii) *All the special precautions shall be prominently displayed in yard diagram available in SM's room.*

(viii) *The Yard gradient shall be prominently displayed in yard diagram available in SM's room.*

(ix) *The Yard gradient shall be displayed in Signal Panel/VDU and RRI panel room.*

(x) *The yard gradient shall be jointly measured every Six months and records shall be kept with traceability.*

(xi) *Stipulations of Condonation of SOD infringement shall be mentioned in Jhansi Yard ESP, SIP, SWR and SWRD.*

(xii) *SOD infringement details shall be mentioned in a SOD infringement register to be maintained by Engineering department.*

Prem Sagar

(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/11 New Delhi, Dated 23.05.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow-226001, w.r.t. his endorsement no. Q. 11015/03/2017-18-T.W., dated. 11.04.2018.
2. The Commissioner of Railway Safety, N.E. Circle, Hazratganj, Lucknow- 226001, w.r.t. letter no. 3493/Pt.12/SANC-264, dated 20.03.2018.

Prem Sagar 23/5/18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुदेश/पत्र संख्या ... जारी
Issue vide letter/Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

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

70/WDO/ORI/RO/1 Vol.IV **New Delhi, Dated 10.05.18**

The Chief Commissioner of Railway Safety,
Office Compound of DRM/NER,
Ashok Marg, Lucknow.

Sub: Amendment to "The Railways (Opening for Public Carriage of Passengers), Rules, 2000, lastly amended by GSR 44(E), dt 27th January 2005
- **Rule 22 and Rule 28**

Ref: Commission's letter No. M.15013/01/2017-18-T.W., dated 13.04.18

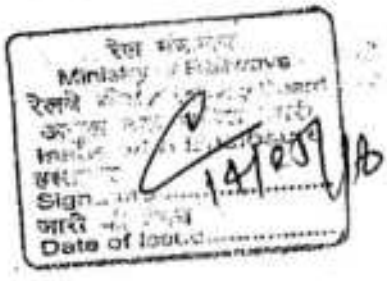
1. In reference to Commission's above referred letter kindly find enclosed herewith the proposed revision to Rule 22 and Rule 28 of "*The Railways (Opening for Public Carriage of Passengers) Rule-2000 along with amendment 2001 and 2005*", in juxtaposition with existing Rules along with justification, as desired.

2. The considered views of the Commission are requested on the proposed amendment.

3. This is issued with the approval of (MRS, ME, CRB)

Encl. As above

Prem Sagar
10.5.18
(P. S. Gupta)
Executive Director CE (G)
Railway Board



Juxtaposition of Proposed and Existing Provisions of Rule 22
"The Railways (Opening for Public Carriage of Passengers), Rules, 2000"

Rule No.	Existing Provision	Proposed Provision	Remarks/Justification
22.	Opening of railway by Commissioner:	Rule 22: Opening of railway and Condonation of Infringements to Indian Railways Schedule of Dimensions by Commissioner of Railway Safety.	• Heading has been changed to clarify 'Commissioner' as 'Commissioner of Railway Safety (CRS)' and also to include condonation of Infringements to IRSOD for structures in the purview of CRS
	(1) The Commissioner, after inspection, may under Section 28 sanction the opening for public carriage of passenger of new lines of Railway within the respective circles subject to the condition as the Commissioner may impose.	(1) The Commissioner of Railway Safety, after inspection, may under Section 28 sanction the opening of new lines of Railway for public carriage of passengers within the respective circles subject to the condition as the Commissioner of Railway Safety may impose.	• Word 'Commissioner' has only been changed as 'Commissioner of Railway Safety (CRS)' for clarity.
		(2) The Commissioner of Railway Safety may, under section 7 of the Railways Act, 1989 condone the infringements to maximum and minimum dimensions of Indian Railways Schedule of Dimensions (IRSOD) subject to provisions of IRSOD within the respective circles with conditions as the Commissioner of Railway Safety may impose.	• New sub-clause 22(2) has been proposed to delegate the power of condonation of infringement to IRSOD for structures to CRS in place of Central Govt. (Railway Board) at present. • It has been observed that since each case of condonation of infringement to IRSOD gets thoroughly examined from safety considerations in Zonal Railways at the level of PHODs of all departments, as well as by the concerned CRS, there is hardly any further value addition at the level of CCRS and Railway Board. This delegation will reduce the time generally taken for condonation of infringements to IRSOD, thereby; expedite the opening of new railway lines and works.

Prem Sagar

Juxtaposition of Proposed and Existing Provisions of Rule 28
"The Railways (Opening for Public Carriage of Passengers), Rules, 2000"

Rule No.	Existing Provision	Proposed Provision	Remarks/Justification
28.	Use of new types of locomotives or rolling stock:-	Introduction of new types of locomotives or rolling stock/ increase in sanctioned maximum speed of existing locomotives or rolling stock:-	• The heading has been changed to include provisions for increase in sanctioned maximum speed of existing locomotives or rolling stock also.
(1)	Any railway administration which desires to use new types of locomotives or rolling stock different from those already running on any section or division of its railways, shall apply for sanction for the same to the Central Government through the Commissioner.	Research Design and Standards Organisation (RDSO) shall apply for use of new types of locomotives or rolling stock different from those already running on any section or division of railway administrations to the Central Government through the Commissioner of Railway Safety. Any increase in the maximum speed of existing locomotives or rolling stock shall be treated as introduction of new types of locomotives or rolling stock.	• The para has been modified to simplify and expedite the introduction of new locomotive or rolling stock/ increase in speed of existing locomotive or rolling stock without compromising the safety aspects. • Section 27 of Railway Act for sanction of Central Govt for use of rolling stock, requires only a report from the Commissioner and does not require submission of JSC and other certificates. As such it is considered that involving Zonal Railways to apply to Central Govt through CRS/CCRS is unnecessary. This only delays the introduction of new rolling stock over IR. • As such, Sanction of Central Govt. (Railway Board) for introduction of new locomotive or rolling stock/ increase in speed of existing locomotive or rolling stock has been proposed based on the final/provisional speed certificate issued by RDSO, which already contains the information about the requirements of

			track, bridge, OHE, signal & rolling stock features. • 'RDSO' has been proposed to be the nodal organisation for seeking sanction of Central Govt. (Railway Board) for introduction of new types of locomotives or rolling stock/ increase in speed of existing locomotives or rolling stock as against presently 'Railway administration'. • Word 'Commissioner' has been changed with 'Chief Commissioner of Railway Safety (CCRS)' for clarity. • 'Central Government' has been clarified as 'Railway board'
(2)	The application under sub-rule(1) shall be accompanied by- (i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required;	No Change	
		[redacted]	To clarify, the documents required under existing Rule 28(5)(b) to accompany the application has been reworded.
		[redacted]	-do-
	(ii) A certificate signed by the Chief Engineer, the Chief Mechanical Engineer and the Chief Electrical Engineer (for Electric stock) of the	-Deleted-	This provision has been included in proposed new Rule 28A for 'Use of new types of locomotives or rolling stock' by

concerned railway in the Form given below:-

"CERTIFICATE

Certified that it is safe to run ———— (particulars of locomotive and rolling stock proposed to run) not exceeding ———— units (in the case of locomotive) coupled together on the section (station)———— to (station) from ————(km) to ————(km) of the ———— Railway at a maximum speed of ————(km/h) against a maximum speed of ————(km/h) certified by Research, Design and Standards Organisation, subject to the following speed restrictions and conditions:-

(a) Speed restrictions

Sl No	From Km to Km	Nature of speed restriction	Brief	Reason for restriction

(b) Special Conditions

1 .....
2 .....
3 .....
4 .....

To Be Signed by –

1. The Chief Mechanical Engineer....
2. The Chief Engineer....
3. The Chief Electrical Engineer....
4. The Chief Signalling and Telecommunications Engineer....
5. The Chief Operating Manager....

Note 1- The Chief Operating Manager and the Chief Signalling and Telecommunications Engineer should be associated when the increase in the speed of a loco/ rolling stock is contemplated over the maximum sanctioned speed for a specific category of train (Passenger or Goods) over a particular section of the railway.

Note 2 – Over the Railways where both the shop maintenance and open line maintenance of electric locos and electrical multiple unit rolling stock are

Railway Administration once it is introduced for first time by central government through CCRS.

from Sagar

	under the control of the Electrical department only, the Chief Electrical Engineer, otherwise The Chief Mechanical Engineer should also sign. Note 3 – When Motive power with chopper control is to be used the Chief Electrical Engineer and the Chief Signalling and Telecommunications Engineer should sign the certificate."		
	(iii) Such calculations and stress sheets showing (a) the conclusions arrived at ; (b) the external forces on which the stress calculations are based ; (c) the stresses which will be produced in the various bridges over which the proposed rolling stock will run ; and (d) the effects which the said rolling stock will have on various structures or tracks as compared with those caused by the rolling stock already in use, or allowed by the existing government orders.		
	(iv) The Calculations, stress sheets must show as to what allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included.		
	(v) The cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems shall also be indicated.		
	(vi) An approximate estimate of the cost of such improvements in existing structures or track as the use of the		

Prem Sagar

Prem Sagar

	proposed rolling stock is likely to render necessary on the railway concerned, whether immediately or in the near future.		
(3)	The proposal must be scrutinized by the Commissioner and his recommendations thereon shall be submitted to the Central Government for its orders.	The proposal shall be scrutinized by the Chief Commissioner of Railway Safety and his recommendations thereon shall be submitted to the Central Government (Railway Board) for its orders.	• Word 'Commissioner' has been changed with 'Chief Commissioner of Railway Safety (CCRS)' for clarity. • 'Central Government' has been clarified as 'Railway board'
(4)	No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government has been received through the Commissioner for doing so.	No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government (Railway Board) for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government (Railway Board) has been received through the Chief Commissioner of Railway Safety for doing so.	• Word 'Commissioner' has been changed with 'Chief Commissioner of Railway Safety (CCRS)' for clarity. • 'Central Government' has been clarified as 'Railway board'
(5)	(a) For permitting new designs of locomotives, the Commissioner may require oscillation trials to be conducted and call for the records for his scrutiny.	For permitting new designs of locomotives, the Chief Commissioner of Railway Safety may require oscillation trials to be conducted and call for the records for his scrutiny.	• Word 'Commissioner' has been changed with 'Chief Commissioner of Railway Safety (CCRS)' for clarity.
	(b) The Certificate referred to in clause (ii) of sub-rule (1) shall indicate clearly that the speed certified does not exceed the limits laid down by the Research, Designs and standard Organisation. In addition, the	Deleted	• Part of these provisions is included in proposed Rule 28.(2)(ii) & (iii) and balance provisions have been included in New Rule 28A for 'Use of new types of locomotives or rolling stock by Railway

	maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned. Note: Provisions contained in this clause shall also apply for increasing the speed of existing rolling stock by making improvements.		Administration'
	(c) For increase of speed beyond 105 km/hour on broad gauge and 75 km/hour on meter gauge of nominated trains on specific routes, the Commissioner may require route proving run by portable accelerometer or confirmatory Oscillograph car run as per the instructions for the time being in force on the entire route at the maximum proposed speed. The Chief signal and Telecommunication Engineer and the Chief Operations Manager shall sign the joint safety certificate in this case also.	Deleted	• To expedite introduction of new trains and increase in speed of existing trains, with the experience gained by Indian Railways, it is considered necessary to simplify the procedure. As such, a new Rule 28B has been proposed for running of trains deleting existing Rule 28(5) (c). • The detailed instructions of the Central Govt. (Railway Board) for introduction of new trains/ increase in speed of existing trains shall be included in the Policy Circular No. 6.
		(6) A new rolling stock would mean a stock having different longitudinal dimension, different bogie design, new design of brake system and/or suspension detail, like axle load, track loading density, etc., or having different major changes in equipment design and/or change in internal equipment layout, the rolling stock would not constitute a new rolling stock unless such changes are likely to significantly affect weight distribution, center of gravity and riding behaviour of the rolling stock.	• A new para has been added to define a new rolling stock in line with definition available in PC 6, for clarity.
	Any modification in the design of the coach	(7) Any modification in the design of	• The para has been renumbered with

Prem Sagar

	which alters the system of operation and control over the rolling stock, like change in the the breaking system or change in the principle of traction shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.	the Rolling Stock which alters the system of operation and control over the rolling stock, like change in the braking system or change in the principle of traction shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.	word 'coach' replaced with 'Rolling Stock' as rolling stock word has been used at all other places in the Rule for Opening.
(7)	Any modification in the coach or rolling stock affecting the salient dimensions or suspension system or running gears and any other modifications including body, seating arrangements and the like irrespective of whether such modifications affect the riding quality of the rolling stock or not, shall also constitute a change in type or design of the rolling stock.	Deleted	• The provision has been covered in proposed Rule 28(6)
(8)	Introduction of any train consisting of new coaching stocks of different design or type which are not already running on the section of a railway system shall also require the sanction of the Commissioner.	Deleted	• To expedite introduction of new trains and increase in speed of existing trains; with the experience gained by Indian Railways, it is considered necessary to simplify the procedure. As such, a new Rule 28B has been proposed for running of trains deleting existing Rule 28(8). • The detailed instructions of the Central Govt. (Railway Board) for introduction of new trains/ increase in speed of existing trains shall be included in the Policy Circular No. 6.

Prem Sagar

Rule No.	Existing Provision	Proposed Provision	Remarks/Justification
28A.	-----	Use of new types of locomotives or rolling stock by Railway Administration	• New Rule has been proposed to allow General Manager of a Zonal Railway to introduce a new stock on their railway, once the sanction for introduction of such stock has been issued by the Central Government (Railway Board) after getting report from CCRS. • While allowing GM of Zonal Railway to use new locomotives or rolling stocks on their railway, the procedure similar to existing Rule 28 for sanction of use of new locomotives or rolling stocks has been proposed. • Further, provision has been kept that sanction of GM shall be communicated to CRS for his information. • The change has been proposed to simplify and expedite the use of new locomotives or
(1)	---	General Manager of a Government railway can sanction use of any locomotive, coaching stock already introduced on Indian railway by central Government of Railway Board following provisions of Rule 28 on any section or division of his railway. Railway Administration of other than Government railway shall require the approval of central Government Railway Board, through Chief Commissioner of Railway Safety to use of the same on any section of their railway.	
(2)	---	The proposal for sanction of the General Manager of a Government railway under sub rule (1) shall be accompanied by	
	---	(i) a certificate, in such manner, as may be specified, giving full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the locomotive or rolling stock for which sanction is required	
	---	(ii) a technical specification of such locomotive or rolling stock and the results of tests carried out in accordance with the relevant specifications and standards	
	---	(iii) a sanction of the Central Government Railway Board for introduction of the locomotive or rolling stock in excess of the sanctioned maximum number of existing locomotives or rolling stock	
	---	(iv) a certificate signed by the Chief Engineer, the Chief Mechanical Engineer and the Chief Electrical Engineer of the Railway concerned in the form given below	
	---	CERTIFICATE Certified that (i) a set/unit of ..... (particulars of locomotive including stock proposed to be used on the railway) conforming to the gauge of ..... mm and fitted with ..... type of coupling and ..... type of buffing gear, has been examined by us and found suitable for operation from ..... to ..... on the ..... Railway at a maximum speed of ..... km/h and a maximum speed of ..... km/h when fitted with ..... type of bogies and ..... type of brakes and has been tested by the said Railway and found suitable for operation subject to the following speed restrictions and conditions: (a) Speed restrictions: Sl. No. | From Km to Km | Nature of speed restriction | Due to | Reason for rest	

9/12

		by [redacted] conditions [redacted] [redacted] [redacted] [redacted] [redacted]	rolling stocks which are already introduced on Indian railway by Central Government (Railway Board).
		[redacted]	
		[redacted]	
		[redacted]	
		[redacted]	
	—	[redacted] (i) the reactions at wheels; (ii) the external forces on which the stress calculations are based; (iii) the stresses which will be produced in the various bridges over which the proposed rolling stock will run; and (iv) the effects which the said rolling stock will have on various structures or track as compared with those caused by the rolling stock already in use or allowed by the existing government orders.	
	—	(vii) The calculations, stress sheets must show as to what allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included.	
	—	(viii) The cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems shall also be indicated.	

Prem Sagar

	---	(vii) An approximate estimate of the cost of such improvements in existing structures or track as the use of the proposed rolling stock is likely to render necessary on the railway or canal with the immediate or in the near future.	
(2.1)	---	The certificate referred to in clause (a) of sub-rule (2) shall inter alia clearly that the speed certified does not exceed the limits laid down by the Research, Designs and Standards Organisation.	
(2.2)	---	In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned.	
(2.3)	---	The said certificate shall be countersigned by the Commissioner of Railway Safety to this effect.	
(3)		The proposal of other than Government railways for seeking approval of Central Government Railway Board through the Commissioner of Railway Safety shall be in the form and manner as laid down by the Board.	

Pravin Sagar

Rule No.	Existing Provision	Proposed Provision	Remarks/Justification
28B		28B: Introduction of New passenger carrying trains/ Change in speed of existing passenger carrying trains: [redacted]	• A new para has been proposed to expedite introduction of new trains and increase in speed of existing trains; with the experience gained by Indian Railways, it is considered necessary to simplify the procedure. As such, a new Rule 28B has been proposed for running of trains deleting existing Rule 28(5) (c) and 28(8). • The detailed instructions of the Central Govt. (Railway Board) for introduction of new trains/ increase in speed of existing trains shall be included in the Policy Circular No. 6.

Arun Sagar

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

सं.2018/CEDO/SD/RS/04 **New Delhi, Dated 14.05.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringement for GE 6000HP WDG6G Locomotive to GE Transportation's drawing nos. 84A238791BU & 84A238791BY.

संदर्भ : RDSO's letter No.CT/DDL/4000 HP, dated 27.03.2018.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD (BG) Revised, 2004 for GE 6000HP WDG6G Locomotive to GE Transportation's drawing nos. 84A238791BU & 84A238791BY. The details of infringement w.r.t. Chapter-IV (C) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 as shown in Annexure-I and other details enclosed with your above mentioned letter is as under :

"Clause 17 : Minimum height above rail level when fully loaded for a width of 1220 mm on either side of centre of track with exception of wheels and attachments thereto - 95mm instead of 102mm (i.e. infringement of 07mm)."

Prem Sagar
14.5.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2018/CEDO/SD/RS/04 **New Delhi, Dated 14.05.2018**

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.14011/01/2018-19-T.W, dated 13.04.2018.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. EDME(Traction), Railway Board, New Delhi.

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

Prem Sagar
14.5.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/03 New Delhi, Dated 15.05.2018

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation of infringement due to column of Ratlam end FOB at platform No. 4 & 5 for its minimum horizontal distance from loop line no. 7 & 8 at Nagda station in Ratlam Division of Western Railway.

संदर्भ : (i) Western Railway's letter no. W.22/25/46(W4), dated 11.11.16, 08.03.18 & 28.03.18
(ii) CCRS letter no. Q. 11020/03/2016-17-T.W., dated. 24.01.2018

1. With reference to the above referred application dated 11.11.16; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation of infringement due to column of Ratlam end FOB at platform No. 4 & 5 for its minimum horizontal distance from loop line no. 7 & 8 at Nagda station in Ratlam Division of Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements as under :
IRSOD item Schedule-I, Chapter II, item no. 7(a) (Buildings and Structures): Available clearance varies from 3925mm to 4150mm instead of 5180mm/5330mm → infringement of 1405mm to 1180mm.
2. The above condonation is subject to stipulations as under :
   (i) The structures of Foot Over Bridges in the infringement zone is to be painted in strips of Red & Yellow with retro reflective paint so that it can alert the alighting passengers.
   (ii) The area under infringement should be well lighted (illuminated) during night time.
   (iii) No temporary or permanent structures will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted so that entire available space can be used for passenger movement.
   (iv) Drivers of all trains passing through the platform with infringement will whistle to warn the passengers on platform.

Prem Sagar
15.5.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/03 New Delhi, Dated 15.05.2018

Copy forwarded for information to :
1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/03/2016-17-T.W., dated. 24.01.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/766,dated 09.10.2017.

Prem Sagar
15.5.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुलिपि जारी करने वाले
Issue with
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

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

सं. 2018/CEDO/SD/01 New Delhi, Dated 15.05.2018

The General Manager,
Central Railway,
Mumbai, C.S.T.

विषय : **Pune :** Condonation for infringement of Schedule of Dimensions on Platform nos. 4, 5 & 6 with regard to construction of new Foot Over Bridge 12 m wide and connection by skywalk to two FOB's at Pune station of Pune Division in Central Railway.

संदर्भ : (i) Central Railway's letters no. EW.104.W.134, dated 11.05.15 and no. W.828/PA-FOB/CCRS/LKO, dated 13.02.2018 & 21.02.2018.
(ii) CCRS letter no. Q. 11011/02/2015-16-T.W., dated. 23.01.2018.

1. With reference to the above referred application dated 11.05.2015; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation of infringement for 12 m wide new Foot Over Bridge on Platform nos. 4, 5 & 6 and connection by skywalk to two FOBs at Pune station of Pune Division in Central Railway, as shown in Form-XVII and drawings, accompanying above referred letters with details of infringements as under :

   IRSOD item Schedule-I, Chapter II, item no. 7(a) &(b) (Buildings and Structures): Available clearance varies from 4925mm to 5740mm instead of 5330mm/6830mm → Infringement varying from 405mm to 1090mm.

2. The above condonation is subject to stipulations as under :
   (i) Caution sign boards for less clearance will be fixed at every 10m zone of infringement to warn the passengers to prevent overcrowding in the area.
   (ii) Special hatching shall be painted in red and black colour alongside the staircase as well as on the platform surface in the area of infringement.
   (iii) No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area shall not be permitted.
   (iv) The area under infringement should be well illuminated during night time.
   (v) Drivers of all trains passing through the platform with infringement will whistle to warn the passengers on platform.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक रसीद जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि 15/05/18
Date of Issue.....

Prem Sagar 15.05.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/01 New Delhi, Dated 15.05.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/02/2015-16-T.W., dated. 23.01.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Roard, Mumbai- 400020, w.r.t. letter no. C-13(251)/2015/357,dated 13.06.2015.

Prem Sagar 15.05.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/13

New Delhi, Dated 15.05.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation for infringement to Para 2(i) of IRSOD for gradient at proposed **Jaroli 'A' Cabin Station Yard** (km. 412.408 From/Howrah) in connection with the existing private siding of M/s Rungta Mines Ltd. between Jaroli-Nayagarh stations of Chakrdharpur Division of South Eastern Railway.

संदर्भ : S.E. Rly's letter no. Works/AC/Gradient/CKP-Divn/Part-5, dated 15.02.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of infringement to Para 2(i) of IRSOD for gradient at proposed **Jaroli 'A' Cabin Station Yard** (km. 412.408 From/Howrah) in connection with the existing private siding of M/s Rungta Mines Ltd. between Jaroli-Nayagarh stations of Chakrdharpur Division of South Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations are as under :

Location	Length	Grade
From Km. 411.513 to Km.411.873; (CH:2938.00m to 3298.00m)	360.0m	1 in 183
From Km. 411.873 to Km.411.973; (CH:3298.00m to 3398.00m)	100.0m	1 in 150
From Km. 411.973 to Km.412.453; (CH:3398.00m to 3878.00m)	480.0m	1 in 183
From Km. 412.453 to Km.412.573; (CH:3878.00m to 3998.00m)	120.0m	1 in 150
From Km. 412.773 to Km.412.893; (CH:4198.00m to 4318.00m)	120.0m	1 in 150
From Km. 412.893 to Km.413.373; (CH:4318.00m to 4798.00m)	480.0m	1 in 183

Further, above condonation is subject to stipulations as under :

(i) No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in Para 5.20 of G&SR.

(ii) Shunting shall be supervised by person as specified in Para 5.13 & 5.14 of G&SR.

(iii) While shunting, it shall be ensured that visibility is clear and weather is fair.

(iv) Hand and loose shunting is strictly prohibited.

(v) Stabling of vehicles on non-isolated lines of the yard is not permitted without live engine attached and proper securing of vehicle.

(vi) During attachment and detachment of Locomotive, Wagon of the train shall be properly secured.

(vii) The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Panel/VDU.

(viii) Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.

(ix) Yard gradient shall be jointly measured every six months and recorded.

Encl. : as above

15.5.18
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e-mail address : edceg@rb.railnet.gov.in

...continue to page-2

सं. 2018/CEDO/SD/13

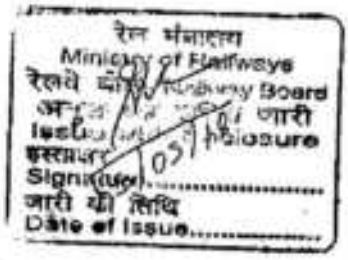
New Delhi, Dated 15.05.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/11/2017-18-T.W., dated. 11.04.2018.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 1861, dated 21.03.2018.

Prem Sagar
15.5.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

dl



अश्वनी लोहानी
ASHWANI LOHANI

सत्यमेव जयते

अध्यक्ष, रेलवे बोर्ड
एवं
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

D. No. 70/WDO/ORI/1/Vol. V

Dated : 10.05.2018

Dear Shri Choubey

Sub- Commission for Railway Safety - Procedure to Deal with Difference of Opinion between Railway Administration and CRS for Opening of New Railway or Work

1. Commissioner of Railway Safety (CRS) is empowered for opening of a new railway or work on the request of Zonal Railway. However, many a times, it has been noticed that in a case where there is difference of opinion between Zonal Railway and CRS, prolonged correspondence takes place between them extending even for years together in resolving the issue. Whereas, Section 22(2) and 22(3) of "The Railways Act, 1989" stipulates that in a case where Commission does not agree with Railway Administration, the Commission shall submit the report with his opinion to Central Govt., for decision of the Central Govt.

2. The prolonged correspondence in decision making results in avoidable delay in opening of new lines or works on Indian Railways. To expedite the process of decision making in such cases, it is suggested that following procedure may be followed by Commission for Railway Safety:

"All cases of opening of a railway or a work or condonation of infringements to IRSOD for structures, where there is difference of opinion between zonal railway and CRS and issue is not getting resolved in a reasonable time, CRS at his own or on the request of Railway Administration (as defined in "The Railways Act, 1989") refer the case to Chief Commissioner of Railway Safety (CCRS) within 15 days of receipt of such request from Railway Administration, for resolving the issue. In case such reference on the request of Railway Administration is not made by CRS to CCRS, the Railway Administration can make suitable reference to CCRS directly with a copy of such reference to concerned CRS and Central Govt. (Railway Board).

Contd.../-

CCRS shall communicate his opinion to CRS and Railway Administration concerned, which shall be taken as the opinion of the Commission for Railway Safety. The cases where CCRS does not agree with Railway Administration, the CCRS shall submit the report with his opinion to Central Govt., for decision of the Central Govt. as per Section 22(2) and 22(3) of "The Railways Act, 1989".

3. I would request you to consider the above and issue suitable instructions to Commission for Railway Safety in this regard.

With regards

Yours sincerely,

(Ashwani Lohani)

11/05/2018

Shri. Rajiv Nayan Choubey
Secretary,
Ministry of Civil Aviation
Rajiv Gandhi Bhawan,
Near Safdarjung Airport,
New Delhi 110003.

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

सं.2017/CEDO/SR/11 **New Delhi, Dated 10.05.2018**

The Principal Chief Engineer,
East Coast Railway,
Bhubaneswar.

विषय : Running of BG Bogie Open Wagon type **'BOYEL'** with a maximum axle load of **25 T** on (i) Kirandul – Kottavalsa - Visakhapatnam (ii) Koraput-Singapur Rd.- Vizianagaram - Kottavalasa (iii) Jaroli/ Daitari-Tomka-Jakhapura – Cuttack - Paradeep (iv) Jharsuguda _ Sambalpur/Sarala Jn – Sambalpur City – Talcher – Nergundi section (Part of Jharsuguda – Sambalpur – Sambalpur City – Talcher – Nergundi – Paradeep route) (v) Jakhapura - Bhadrak (vi) Cuttack – Barang- Palasa - Vizianagaram (vii) Machapur - Radhakishorepur (viii) Kipilash Road – Salegaon routes at a maximum speed of 45 Kmph in loaded and 85 Kmph in Empty condition of **East Coast Railway.**

संदर्भ : (i) Board's letter no. 2018/CE-II/TS/25T, dated 14.03.18 (copy enclosed).
(ii) ECoR's letter no. W3/Br/CRS/25T/BOYEL/978, dated 16.02.2017.

ECoR has requested to sanction running of BG Bogie Open Wagon type **'BOYEL'** with a maximum axle load of **25 T.**

Board vide letter under reference dated 14.03.2018 has now issued the revised Track Structure for running of 25T Axle load Trains on IR (speed upto 100 kmph).

In view of above, Railway is requested to re-examine their proposal w.r.t. the above revised Track Structure issued for running of 25T Axle load trains on IR.

Prem Sagar
10.05.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवेबोर्ड
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e-mail address : edceg@rb.railnet.gov.in

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

Copy forwarded for information to:

1. EDCE(P), Railway Board.

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

No.2018/CE-II/TS/25T

New Delhi, dt. 14.03.2018

Principal Chief Engineers,
All Zonal Railways.

Sub: Track Structure for Operation of 25T Axle Load Trains.
Ref: 1. Item No. 1298 of 86th Track Standard Committee.
2. RDSO letter No. CT.DG/LW/HAW dated 21.02.2018.

Based on recommendations of Track Standard Committee and RDSO's report submitted vide letter under reference (2), Board has reviewed the track structure for operation of 25T Axle Load Trains.

The revised Track structure approved by Board for running of 25T Axle Load Trains on IR is enclosed.

Encl: As above.

14/03/2018
(Pankaj Tyagi)
Director Civil Engg.(P)
Railway Board

Copy to: (i) DG/RDSO – for information please
(ii) Director/IRICEN – for information please

Annexure

Track structure for 25t axle loads (speed upto 100 kmph)

SN	Track Component	Specification
1	Rail	60 Kg or higher section with 110 UTS
2	Sleeper	- 25t PSC sleeper of DFC to Drg No. RDSO/T- 7008 or Wider PSC Sleeper to Drg No. RDSO/T-8527 - Existing PSC sleepers to Drg No. RT – 2496 can continue as an interim measure, till renewal, for speed up to 60 kmph
3	Rubber pad	- 10mm CGRSP to RDSO/T-7010 - 6.2mm CGRSP to RDSO/T-6618 up to 60 kmph
4	GFN liner	- RDSO/T-6938 & 6939 - RDSO/T-3706 up to 60 kmph
5	Metal liner	- RDSO/T-8616 & 8617 - RDSO/T-3740 up to 60 kmph
6	Fastening	- ERC Mk-V to RDSO/T-5919 - ERC Mk-III to RDSO/T-3701 up to 60 kmph
7	Point & Crossing	Thick-web curved switches & Weldable CMS Crossings with 60 Kg 110 UTS rails till new design of Canted turnouts & Weldable CMS Crossings with 60 Kg 110 UTS rails is approved by IR for regular adoption Thick-web curved switches & normal CMS crossings with gapless joints with 60 kg 110 UTS rails can be used on existing 25 t routes as an interim measure till renewal.
8	SEJ	Improved type SEJ with 110 UTS
9	Ballast	Total 350 mm ballast cushion below sleeper of hard stone machine crushed ballast out of which at least 200 mm shall be clean cushion. For existing track having total 300 mm ballast cushion with 150 mm clean cushion, operation of 25 T axle load may be permitted at speed upto 60 kmph.
10	Subgrade and formation	New Formation - 1. Formation should conform to the specifications for 25T Axle Load in Guidelines GE: G-14 (Nov. 2009) and its amendment from time to time. 2. Formation width should be 7.85 m for BG Single line & 13.16m for Double Line. Existing formation - Speed potential to be decided based on type of subgrade.

14/3/18

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

सं.2017/CEDO/SR/09 **New Delhi, Dated 10.05.2018**

The Principal Chief Engineer,
East Coast Railway,
Bhubaneswar.

विषय : Running of BG Bogie Open Wagon type **'BOXNHL'** with a maximum axle load of **25 T** on (i) TIG-LAE (VSKV area to Raipur (RSD/RVH) Via VZM-TIG-LAE route) (ii) BBS-KUR (3rd line) (part of CTC-BRAG-PSA-VZM route) (iii) JSGR-IB section (part of MCL/TLHR area to IB via SBP route) at a maximum speed of 50 Kmph in loaded and 100 Kmph in Empty condition of **East Coast Railway.**

संदर्भ : (i) Board's letter no. 2018/CE-II/TS/25T, dated 14.03.18 (copy enclosed).
(ii) ECoR's letter no. W3/Br/CRS/25T/BOXNHL/TIG-LAE & JSGR-IB, dated 28.01.16.

ECoR has requested to sanction running of BG Bogie Open Wagon type **'BOXNHL'** with a maximum axle load of **25 T.**

Board vide letter under reference dated 14.03.2018 has now issued the revised Track Structure for running of 25T Axle load Trains on IR (speed upto 100 kmph).

In view of above, Railway is requested to re-examine their proposal w.r.t. the above revised Track Structure issued for running of 25T Axle load trains on IR.

Prem Sagar
10.05.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information to :

1. EDCE(P), Railway Board.

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

ok
Issue pls

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

सं.2017/CEDO/SR/12

New Delhi, Dated 10.05.2018

The Principal Chief Engineer,
East Coast Railway,
Bhubaneswar.

विषय : Running of BG Bogie Open Wagon type **'BOXNEL'** with a maximum axle load of **25 T** on (i) Kirandul – Kottavalasa Visakhapatnam (ii) Koraput – Singapur Roard – Vizianagaram - Kottavalasa (iii) Jaroli/ Daitari-Tomka – Jakhapura – Cuttack - Paradeep (iv) Jharsuguda – Sambalpur/Saral Jn – Sambalpur City – Talcher – Nergundi section (Part of Jharsuguda – Sambalpur – Sambalpur City – Talcher – Nergundi – Paradeep route) (v) Sambalpur – Titlagarh – Singapur Road section (Part of Sambalpur – Titlagarh – Rayagada – Vizianagaram - Visakhapatnam route) (vi) Titlagarh - Lakholi (vii) Jharsuguda Road - IB (viii) Jakhapura - Bhadrak (ix) Cuttack – Barang – Palasa - Vizianagaram (x) Machapur – Radhakishorepur (xi) Kapilash Road – Salegaon routes at a maximum speed of 45 Kmph in loaded and 85 Kmph in Empty condition of **East Coast Railway.**

संदर्भ : (i) Board's letter no. 2018/CE-II/TS/25T, dated 14.03.18 (copy enclosed).
(ii) ECoR's letter no. W3/Br/CRS/25T/BOXNEL/980, dated 16.02.2017.

ECoR has requested to sanction running of BG Bogie Open Wagon type **'BOXNEL'** with a maximum axle load of **25 T.**

Board vide letter under reference dated 14.03.2018 has now issued the revised Track Structure for running of 25T Axle load Trains on IR (speed upto 100 kmph).

In view of above, Railway is requested to re-examine their proposal w.r.t. the above revised Track Structure issued for running of 25T Axle load trains on IR.

Prem Sagar
10.05.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग (जी)/रेलवेबोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information to :

1. EDCE(P), 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.....

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

No. 2018/CEDO/SD/16 **New Delhi, Dated 10.05.2018**

The General Manager,
South Western Railway,
Hubballi.

Sub: Condonation of infringing gradients and dispensation of Catch siding at Caranzol Station between Londa-Vasco-da-Gama Section of Hubballi Division of South Western Railway.

Ref: SWR's letter no. SWR/W.573/LD-VSG, dated 15.12.2017.

In continuation to Board's letter of even no. dated 04.05.2018 (copy enclosed) it is also requested to review Form XVII for requirement of condonation of gradient within station limit as defied in IRSOD.

In view of above, Railway is requested to send comprehensive compliance, so that the same can be processed further.

(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

Copy forwarded for information & necessary action to :

(i) PCE, South Western Railway, Hubballi.

(ii) ED(SP), Room No. 152-C, Rail Bhawan, 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.....

S-No.2

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

सं.2018/CEDO/SD/16

New Delhi, Dated 04.05.2018

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringing gradients and dispensation of Catch siding at Caranzol Station between Londa-Vasco-da-Gama Section of Hubballi Division of South Western Railway.

संदर्भ : SWR's letter no. SWR/W.573/LD-VSG, dated 15.12.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation of infringing gradients and dispensation of Catch siding at Caranzol Station with some observations/ conditions **(copy enclosed)**. Further, condonation of existing gradients available with Railway or not, which may be clarified.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

अनिल कुमार 04/5/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi**.
2. ED(SP), Room No. 152-C, Railway Board.

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
जारी किए जाने पर issue
हस्ताक्षर Signature.....
जारी की तिथि
Date of issue.....

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233[illegible]
N.E.Rly. 31-140, N.Rly. 23-29
फैक्स/Fax-0522-2233095, 223308
E-mail : chiefcom@rediffmail.com

उत्तर रेलवे, म.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या– Q.11017/06/2017–18–त.वि

Date-27.04.2018

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

Sub: Hubballi Division- Londa-Vasco-da-Gama Section: Condonation of infringing gradients and dispensation of Catch Siding at Caranzol Stations.

Ref: CRS/ Southern Circle Letter No. Q 11017/14/2017 SWR/1393-95 Dated 16.02.2018

Railway Board had accorded temporary sanction for Condonation of infringing gradients and dispensation of Catch siding at Caranzol station, vide letter no. 97/W2/SC/GC/Catch siding dated 16.05.1997 for one year over ruling the provision of Catch siding which was required as per Rules of Opening for Public Carriage of Passenger Rules 2000. Now SWR has approached the Commission for permanent Condonation of infringing gradient without provision of Catch siding.

The application of South Western Railway for permanent Condonation of infringing gradient without catch siding has been sent by CRS/ Southern Circle with following safety precautions to be incorporated in Station Working Rule and Working Time Table in case the proposal is considered by Railway board :

1. No Train or vehicle shall be stabled on "Non-Isolated lines" without a live engine attached to it.
2. Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.
3. Shunting at this station shall not be permitted except in case of abnormal conditions with all due precautions. During shunting, the engine shall be

locomotive is attached at the lower end of the load from the point of view of the gradient.

4. The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations shall be followed. The safety measures for train working attached in Annexure I of CPDE/SWR letter no. SWR/W.573/LD-VSG Dt 15.12.2017 shall be strictly followed. Modifications in conditjons as proposed by South Western Railway in items 9, 10 &11 of Annexure I shall be accordingly incorporated after approval of the Central Government.
5. Locomotive attachment/detachment or reversal must be avoided unless inescapable.
6. In case of attachment/detachment of locomotives, wagons the train shall be properly secured.
7. Train stabled on isolated lines shall be properly secured as per the provision of SR/SR.
8. Special protection shall be exhibited on the SM's room.
9. The yard gradient shall be prominently displayed in yard diagram available in the SM's room.
10. Yard gradient shall be displayed in the signal panel/VDU.
11. Yard gradient shall be jointly measured every six months and record shall be kept with traceability.
12. Stipulations of Condonation of SOD infringement shall be mentioned in SWR.
13. SOD infringement details shall be maintained in a SOD Infringement Register to be maintained by Engineering department.

The same is being forwarded for consideration of the Central Government.

This is issued with the approval of CCRS.

IRD
27.4.2018

(Indu Rani Dubey)
Dy. Commissioner of Railway Saftey(Optg.)

संलग्नकः उपरोक्त ।

प्रतिलिपिः रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बेंगलूरु ।

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

सं.2018/CEDO/SD/17 **New Delhi, Dated 10.05.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringing gradients and dispensation of Catch siding at Sonalium Station between Londa-Vasco-da-Gama Section of Hubballi Division of South Western Railway.

संदर्भ : SWR's letter no. SWR/W.573/LD-VSG, dated 15.12.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation of infringing gradients and dispensation of Catch siding at Dudhsagar Station with some observations/ conditions (**copy enclosed**). Further, it is also requested to mark SRJ in the yard diagram & review Form XVII for requirement of condonation of gradient within station limit as defined in IRSOD and also enclose existing condonation of grade if already available for the yard.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi**.
2. ED(SP), Room No. 152-C, Railway Board.

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature

Office-417690/2018 2018/CGD0/SD/17

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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S.No 1

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या- Q.11017/08/2017-18-त.वि

Date-27.04.2018

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

Sub: Hubbali Division- Londa-Vasco-da-Gama Section: Condonation of infringing gradients and dispensation of Catch Siding at Sonalium Stations.

Ref: CRS/ Southern Circle Letter No. Q 11017/16/2017 SWR/1399-01 Dated 16.02.2018

Railway Board had accorded temporary sanction for Condonation of infringing gradients and dispensation of Catch siding at Sonalium station, vide letter no. 97/W2/SC/GC/Catch siding dated 16.05.1997 for one year over ruling the provision of Catch siding which was required as per Rules of Opening for Public Carriage of Passenger Rules 2000. Now SWR has approached the Commission for permanent Condonation of infringing gradient without provision of Catch siding.

The application of South Western Railway for permanent Condonation of infringing gradient without catch siding has been sent by CRS/ Southern Circle with following safety precautions to be incorporated in Station Working Rule and Working Time Table in case the proposal is considered by Railway board :

1. No Train or vehicle shall be stabled on "Non-Isolated lines" without a live engine attached to it.
2. Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.
3. Shunting at this station shall not be permitted except in case of abnormal conditions with all due precautions. During shunting, the engine shall be attached to the falling end of the gradient. No shunting beyond outermost point on the steep gradient side should be allowed unless a

locomotive is attached at the lower end of the load from the point of view of the gradient.

4. The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations shall be followed. The safety measures for train working attached in Annexure I of CPDE/SWR letter no. SWR/W.573/LD-VSG Dt 15.12.2017 shall be strictly followed. Modifications in conditions as proposed by South Western Railway in Items 9, 10 &11 of Annexure I shall be accordingly incorporated after approval of the Central Government.
5. Locomotive attachment/detachment or reversal must be avoided unless inescapable.
6. In case of attachment/detachment of locomotives, wagons the train shall be properly secured.
7. Train stabled on isolated lines shall be properly secured as per the provision of GR/SR.
8. Special protection shall be exhibited on the SM's room.
9. The yard gradient shall be prominently displayed in yard diagram available in the SM's room.
10. Yard gradient shall be displayed in the signal panel/VDU.
11. Yard gradient shall be jointly measured every six months and record shall be kept with traceability.
12. Stipulations of Condonation of SOD infringement shall be mentioned in SWR.
13. SOD infringement details shall be maintained in a SOD Infringement Register to be maintained by Engineering department.

The same is being forwarded for consideration of the Central Government.

This is issued with the approval of CCRS.

IRD 27/4/2018

(Indu Rani Dubey)
Dy. Commissioner of Railway Saftey(Optg.)

संलग्नकः उपरोक्त ।

प्रतिलिपिः रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बेंगलूरू ।

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

No. 2018/CEDO/SD/18 **New Delhi, Dated 10.05.2018**

The General Manager,
South Western Railway,
Hubballi.

Sub: Condonation of infringing gradients and dispensation of Catch siding at Sonalium Station between Londa-Vasco-da-Gama Section of Hubballi Division of South Western Railway.

Ref: SWR's letter no. SWR/W.573/LD-VSG, dated 15.12.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation of infringing gradients and dispensation of Catch siding at Dudhsagar Station with some observations/ conditions (copy enclosed). Further, it is also requested to review Form XVII for requirement of condonation of gradient within station limit as defined in IRSOD and also enclose existing condonation of grade if already available for the yard.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

Copy forwarded for information & necessary action to :

(i) PCE, South Western Railway, Hubballi.

(ii) ED(SP), Room No. 152-C, Rail Bhawan, 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.....

ok
Issue pl
7
10/05/18

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

दूर.भा.: 0522-2233087, 2233108 (P&T)
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फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

उत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या– Q.11017 / 07 / 2017–18–त.वि

Date-27.04.2018

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

Sub: Hubbali Division- Londa-Vasco-da-Gama Section: Condonation of infringing gradients and dispensation of Catch Siding at Dudhsagar Stations.

Ref: CRS/ Southern Circle Letter No. Q 11017/15/2017 SWR/1396-98 Dated 16.02.2018

Railway Board had accorded temporary sanction for Condonation of infringing gradients and dispensation of Catch siding at Dudhsagar station, vide letter no. 97/W2/SC/GC/Catch siding dated 16.05.1997 for one year over ruling the provision of Catch siding which was required as per Rules of Opening for Public Carriage of Passenger Rules 2000. Now SWR has approached the Commission for permanent Condonation of infringing gradient without provision of Catch siding.

The application of South Western Railway for permanent Condonation of infringing gradient without catch siding has been sent by CRS/ Southern Circle with following safety precautions to be incorporated in Station Working Rule and Working Time Table in case the proposal is considered by Railway board :

1. No Train or vehicle shall be stabled on "Non-Isolated lines" without a live engine attached to it.
2. Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.
3. Shunting at this station shall not be permitted except in case of abnormal conditions with all due precautions. During shunting, the engine shall be attached to the falling end of the gradient. No shunting beyond outermost point on the steep gradient side should be allowed unless a

4. The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations shall be followed. The safety measures for train working attached in Annexure I of CPDE/SWR letter no. SWR/W.573/LD-VSG Dt 15.12.2017 shall be strictly followed. Modifications in conditions as proposed by South Western Railway in items 9, 10 &11 of Annexure I shall be accordingly incorporated after approval of the Central Government.
5. Locomotive attachment/detachment or reversal must be avoided unless inescapable.
6. In case of attachment/detachment of locomotives, wagons the train shall be properly secured.
7. Train stabled on isolated lines shall be properly secured as per the provision of GR/SR.
8. Special protection shall be exhibited on the SM's room.
9. The yard gradient shall be prominently displayed in yard diagram available in the SM's room.
10. Yard gradient shall be displayed in the signal panel/VDU.
11. Yard gradient shall be jointly measured every six months and record shall be kept with traceability.
12. Stipulations of Condonation of SOD infringement shall be mentioned in SWR.
13. SOD infringement details shall be maintained in a SOD Infringement Register to be maintained by Engineering department.

The same is being forwarded for consideration of the Central Government.

This is issued with the approval of CCRS.

27/4/2018

(Indu Rani Dubey)
Dy. Commissioner of Railway Saftey(Optg.)

संलग्नक: उपरोक्त ।

प्रतिलिपि: रेलसंरक्षाआयुक्त, दक्षिणपरिमण्डल, बैंगलूरु ।

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

सं .2018/CEDO/SD/16

New Delhi, Dated 04.05.2018

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringing gradients and dispensation of Catch siding at Caranzol Station between Londa-Vasco-da-Gama Section of Hubballi Division of South Western Railway.

संदर्भ : SWR's letter no. SWR/W.573/LD-VSG, dated 15.12.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation of infringing gradients and dispensation of Catch siding at Caranzol Station with some observations/ conditions (**copy enclosed**). Further, condonation of existing gradients available with Railway or not, which may be clarified.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

04/5/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi**.
2. ED(SP), Room No. 152-C, Railway Board.

O/C

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

Q. office - 4176 भारत सरकार 2018/CSO/SD/15
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233088 (EPABX)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

मुख्य आयुक्त रेलवे, म.रे.प्र. कार्यालय परिसर
6, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या– Q.11017/06/2017–18–त.वि

Date-27.04.2018

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

Sub: Hubbali Division- Londa-Vasco-da-Gama Section: Condonation of infringing gradients and dispensation of Catch Siding at Caranzol Stations.

Ref: CRS/ Southern Circle Letter No. Q 11017/14/2017 SWR/1393-95 Dated 16.02.2018

Railway Board had accorded temporary sanction for Condonation of infringing gradients and dispensation of Catch siding at Caranzol station, vide letter no. 97/W2/SC/GC/Catch siding dated 16.05.1997 for one year over ruling the provision of Catch siding which was required as per Rules of Opening for Public Carriage of Passenger Rules 2000. Now SWR has approached the Commission for permanent Condonation of infringing gradient without provision of Catch siding.

The application of South Western Railway for permanent Condonation of infringing gradient without catch siding has been sent by CRS/ Southern Circle with following safety precautions to be incorporated in Station Working Rule and Working Time Table in case the proposal is considered by Railway board :

1. No Train or vehicle shall be stabled on "Non-Isolated lines" without a live engine attached to it.
2. Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.
3. Shunting at this station shall not be permitted except in case of abnormal conditions with all due precautions. During shunting, the engine shall be

locomotive is attached at the lower end of the load from the point of view of the gradient.

4. The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations shall be followed. The safety measures for train working attached in Annexure I of CPDE/SWR letter no. SWR/W.573/LD-VSG Dt 15.12.2017 shall be strictly followed. Modifications in conditions as proposed by South Western Railway in items 9, 10 &11 of Annexure I shall be accordingly incorporated after approval of the Central Government.
5. Locomotive attachment/detachment or reversal must be avoided unless inescapable.
6. In case of attachment/detachment of locomotives, wagons the train shall be properly secured.
7. Train stabled on isolated lines shall be properly secured as per the provision of GR/SR.
8. Special protection shall be exhibited on the SM's room.
9. The yard gradient shall be prominently displayed in yard diagram available in the SM's room.
10. Yard gradient shall be displayed in the signal panel/VDU.
11. Yard gradient shall be jointly measured every six months and record shall be kept with traceability.
12. Stipulations of Condonation of SOD infringement shall be mentioned in SWR.
13. SOD infringement details shall be maintained in a SOD Infringement Register to be maintained by Engineering department.

The same is being forwarded for consideration of the Central Government.

This is issued with the approval of CCRS.

IRD 27.4.2018

(Indu Rani Dubey)
Dy. Commissioner of Railway Saftey(Optg.)

संलग्नक: उपरोक्त ।

प्रतिलिपि: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूरू ।

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

No. 2018/CEDO/CRS/01 New Delhi, Dated 09.04.2018

To,
The General Managers,
All Zonal Railways.

Sub: Booking of Air tickets for officers of Commission of Railway Safety
Ref: CCRS letter No. M-15013/01/2017-18-T.W, dated 18.10.2017

1. Chief Commissioner of Railway Safety vide above reference has requested railways to provide flight tickets of suitable class, to the officers of Commission drawing attention to Section 9 of Indian Railways Act, 1989. Section 9 of Act states that "*A railway administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.*"

2. Matter has been examined in the Board's office and it has been decided that Zonal Railways mentioned as under, shall arrange flight tickets of suitable class for CCRS/CRS on their request as per their entitlement vide DoE OM no. 19030/1/2017-E.IV dated 13.07.2017 as amended from time to time, without any further cross reference:

S.No.	Officers of Commission working in	Air tickets to be provided by Railway
1.	CCRS office	Northern Railway
2.	CRS NE circle	North Eastern Railway
3.	CRS Northern circle	Northern Railway
4.	CRS Southern circle	South Western Railway
5.	CRS South Central circle	South Central Railway
6.	CRS Western circle	Western Railway
7.	CRS Eastern circle	Eastern Railway
8.	CRS NF circle	Eastern Railway
9.	CRS South Eastern circle	South Eastern Railway
10.	CRS Central circle	Central Railway

3. It shall be incumbent upon CCRS/CRS to ensure that they have approval of their administrative authority/ Ministry for the above.

4. This issues with the approval of Board (ME, FC & CRB).

Prem Sagar
9.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]

2018/CEDO/CRS/01 **New Delhi, Dated 09.04.2018**

Copy forwarded for information to :
(i) PFAs, All Indian Railways;
(ii) The Dy. Comptroller and Auditor General of India (Railways), Rail Bhawan, New Delhi.
(iii) Chief Commissioner of Railway Safety, DRM Office Campus, 16 Ashok Marg, Lucknow.
(iv) Commissioners of Railway Safety, All Circles.

For Financial Commissioner / Railways

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

सं.2018/CEDO/ORI/01 **New Delhi, Dated 03.05.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय : Running of Passenger/Goods trains on CLR(Km. 24.48) – QLK(Km. 50.59) (Braganza Ghat) section of Hubballi Division of South Western Railway.

संदर्भ : SWR's letter no. SWR/W.439/CLR-QLM(Passengers Trains), dated 15.12.2015.

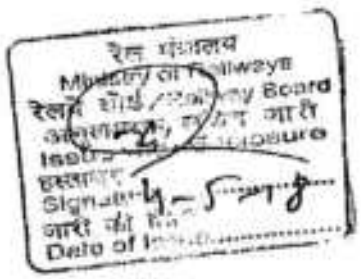
In reference to above, CCRS, vide his letter no. Q-12013/01/2018-19-T.W., dated 27.04.2018 has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi**.
2. ED(SP), Room No. 152-C, Railway Board.



'52-C

भारत सरकार FTS-45736/2018

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

दूरभाष/Ph.: 0522-2233087, 2233108 (P&T
N.E.Rly. 31-140, N.Rly. 23-29
फैक्स/Fax-0522-2233095, 223308
E-mail : chiefcom@rediffmail.co

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

File No. Q-12013/01/2018-19.T.W

Date: 27.04.2018

The Secretary (Civil Engineering)
Railway Board, Rail Bhawan,
New Delhi-110001

Sub: Running of Passenger/Goods trains on CLR (Km.24.48) - QLK (Km.50.59) (Braganza Ghat) section of Hubali Division of South Western Railway.

Ref: CRS/Southern Circle Letter No.Q.15013/02/2015-16 SWR/0098-0100 dt 13.04.18.

CRS/Southern Circle has forwarded duly recommended the application of South Western Railway (SWR) regarding running of passenger trains and goods trains on Castle Rock (CLR) – Kulem (QLM) section of Hubbali Division of SWR. The proposal of SWR is for obtaining the approval of Central Government for certain relaxations in conditions imposed by the competent authority (Central Government) for running of trains in the past in this Ghat section.

CRS/Southern Circle imposed certain conditions while agreeing to the relaxations proposed by the SWR which are considered necessary to ensure safety. These conditions along with the proposed relaxation were then discussed in Railway Board on 05.04.2018 in the meeting with CRB, CCRS, GM/SWR, CRS/SC and other concerned officials and these modifications were considered appropriate. Relaxation in conditions of train running as proposed by SWR and the conditions imposed by CRS/Southern Circle are summarised as under:

SN	Relaxation sought by SWR	Condition imposed by CRS/SC while agreeing to the relaxation sought by SWR
1.	Descending Down Goods train can be started from Castle Rock following Down Mail /Express / Passenger train already on run in Castle Rock-Kulem Ghat section.	There shall be a separation of at least two block sections between Down Passenger train followed by a Down Goods train.
2.	Line clear may be granted for an UP Passenger / Express train from the station in rear before	Down Goods train should have arrived complete on Road-1 at the station before Line clear is given to Up Mail / Express / Passenger train. **Or**

	arrival of Down Goods train into the particular station, where crossing is being arranged.	When DN Goods train is dispatched from the station, no Up Passenger train shall be allowed to enter in the block section ahead of Down Goods train. It shall be ensured that there shall be at least one block section separation between Down Goods train and Up Passenger train on run.
3.	**Caranzol, Dudhsagar & Sonalium stations:** During crossing of Down Goods train and Up Passenger train, Down goods train can be started from the Down line after passage of Up passenger train on Up line, provided crossover point no. 8 shall be kept in 'Reverse' position and slip siding point no. 5 is kept in 'Normal' position until the Up passenger train clears next station.	a) After reception of both trains, both can be dispatched simultaneously. During movement of Up train, Points no. 8 will be set in Reverse and Point no. 5 in Normal, till it reaches next station and this shall be ensured through signalling arrangements. b) When trains are running towards each other, at least one block section separation is maintained. c) Trains at any station will not be received simultaneously. It means after receiving any train & stabling on the berthing track, the opposite direction train will be allowed to enter in the block section ahead.

4. Following conditions which are already in force should be strictly complied:

   a. It should be ensured that the AEBs of the locomotives in the front of the train are in working condition for the descending trains.

   b. An exclusive Ghat Safety Controller is posted for Braganza Ghat section. SM will be solely responsible to ensure proper safeguards through exchanging private numbers or any other dependable method.

   c. All other conditions except above relaxations (SN 1 to 3), given in Station Working Rule of stations in this section for working of trains in Castle Rock-Kulem section shall be strictly followed.

This issues with the approval of the CCRS.

27.4.2018

(Indu Rani Dubey)
Dy. Commissioner of Railway Safety (Optg.)

संलग्नक: उपरोक्त ।

प्रतिलिपि– रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बेंगलूरु ।

भारत सरकार / GOVERNMENT OF INDIA
नागर विमानन मंत्रालय / MINISTRY OF CIVIL AVIATION
(रेल संरक्षा आयोग / COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
दक्षिणी परिमंडल
7, शेषाद्री रोड, गाँधीनगर,
बैंगलूरु - 560 009

COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009

(सं) No. : Q. 15013/02/2015-16 SWR /0098-0100 (दिनांक) Dated : 13-4-2018

The Secretary (Civil Engineer),
Railway Board,
Rail Bhawan,
New Delhi – 110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

Sub: Running of Passenger/Goods Trains on CLR (Km. 24.48) – QLM (Km. 50.59) BG (Braganza Ghat) section of Hubli Division on South Western Railway.

Ref: 1. CBE/SWR letter No. SWR/W.439/CLR-QLM (Passengers Trains) dated 15.12.2015.
2. This office letter No. Q.15013/02/2015-16 SWR/1377 dated 24.12.2015.
3. CBE/SWR letter No. SWR/W.439/CLR-QLM (Passing Train) dated 21.11.2016.
4. This office letter No. Q.15013/02/2015-16 SWR/1436 dated 07.09.2017.

Sir,

An application under Ref.1 for Running of Passenger trains and goods train on CLR (Km. 24.48) – QLM (Km. 50.69) BG section (Braganza Ghat) of Hubballi Division received from South Western Railway as per the Joint Safety Certificate No. 14/2014/R-2 dated 17.06.2015 along with concomitants Track Certificate, Bridge Certificate is forwarded herewith for obtaining Central Government's sanction duly recommended, with the following conditions:

1. **Existing Condition:**

Descending Dn Mail/Express Passenger train can start from Castle Rock following descending Dn Goods Train already in Castle Rock-Kulem Ghat Section. But no descending Dn Goods Train should start from Castle Rock following a descending Dn Mail/Express/Passenger trains already on run between Castle Rock – Kulem section till the passenger train reaches Kulem.

Proposed Relaxations by SWR:

Descending Dn Goods train can be started from Castle Rock following descending down Mail/Express/Passenger train already on run between Castle Rock-Kulem Section.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above can be allowed subject to:

There shall be a separation of at least two block section between Down Passenger train followed by a Down Good train.

...2

2. **Existing Condition:**
No ascending Up Mail/Express/Passenger train should start from Kulem unless descending Dn goods trains already on run between Castle Rock-Kulem Ghat Section, have arrived at the block stations ahead & parked on line (Road No. 1) with Kulem end set for snag dead end and the route is set for receiving the ascending Up Mail/Express/Passenger train at that station.

Proposed Relaxation by SWR:

Line clear may be granted for an up Passenger/Express train and started from the station in rear before arrival of Down Goods train into the particular station, where crossing is being arranged.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above relaxation is agreed to subject to:

(a) DN Goods train should have arrived complete on Road-1 at the station before Line clear is given to Up Mail/Exp/Pass train.

OR

(b) When Dn Goods train is dispatched from the station, no Up Passenger train shall be allowed to enter in the block section ahead of DN Goods train. It shall be ensured that there shall be at least one block section separation between DN Goods train and UP Passenger train on run.

3. **Existing Condition:**

The descending Dn Goods trains will start for next station from that station only when the ascending Up Mail/Express/Passenger train has arrived/run through, not only at that particular station but also reaches the next station. During the intervening time (i.e. when the ascending train has arrived and on run in block section ahead till it reaches next block station), the SM should keep the cross over points at the Castle Rock end in reverse position and set Road No. 2 to slip siding.

However, ascending Up Goods/Passenger train may start from Kulem run on the ghat section while any descending Dn Passenger train is on run starting from Castle Rock towards Qulem.

Proposed Relaxation by SWR:

Caranzol, Dudhsagar & Sonalium Stations:

During crossing of Down Goods train and Up passenger train, down goods train can be started from the Down line after passage of Up passenger train on Up line, provided crossover point No. 8 shall be kept in 'Reverse' position and slip siding point No. 5 is kept in 'Normal' position until the Up passenger train clears next station.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above can be allowed subject to:

i. After reception of both trains, both can be dispatched simultaneously. During movement of Up train, points No. 8 will be set in Reverse and 5 in normal, till it reaches next station and this shall be ensured through signaling arrangements.
ii. When trains are running towards each other, at least one block separation is maintained.
iii. Trains at any station will not be received simultaneously. It means after receiving any train & stabling on the berthing track, the opposite direction train will be allowed to enter in the block section ahead.

..3

4. **Existing Condition:**

It should be ensured that the AEBs of the locomotives in the front of the train are in working condition for descending trains.

Proposed Relaxation by SWR:

Already in force

Relaxation Agreed & Proposed by CRS/Southern Circle:

Agreed to.

5. **Existing Condition:**

An exclusive Ghat Safety Controller is posted for Braganza Ghat Section SM will be solely responsible to ensure proper safeguards through exchanging private numbers or any other dependable method.

Proposed Relaxation by SWR:

Already in force

Relaxation Agreed & Proposed by CRS/Southern Circle:

Agreed to.

6. Other than these relaxations considered all other condition given in Station Working Rule for working of trains in Castle Rock – Kulem section shall be followed.

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above.

Copy to:

1. General Manager, South Western Railway, Hubballi for information and necessary action.

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

सं.2018/CEDO/SD/15

New Delhi, Dated 26.04.2018

The General Manager,
Central Railway,
Mumbai C.S.T.

विषय : Condonation for infringement to Para 2(i)(b) & note (d)(ii) of IRSOD for proposed gradient in **Kalwa station** from kms. 34.367 to 36.237 in connection with laying of 5th & 6th line between Thane-Diva of CSTM-Kalyan section in Mumbai Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BBI/Kalwa/2018/01, dated 05.02.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for Information & necessary action to :

1. PCE, Central Railway, **Mumbai C.S.T.**
2. ED(Works), Railway Board.

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
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail: chiefcom@rediffmail.com

ई ऑफिस 413380/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 11011/03/2017–18–तoविo

दिनांक: 13.04.2018

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

विषय: Grade condonation as per ACS No. 16 – proposed grads of Kalwa station from km. 34.367 to km. 36.237 in connection with laying of 5th & 6th line between Thane-Diva of CSTM - Kalyan section of Mumbai Division as per Chapter-II of Item-2 Note-D(ii) of IRSOD steeper than 1 in 260.

संदर्भ: (1) रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या – C-13(293)/2018/275 दिनांक 05.04.2018

The above subjected case, received from Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following conditions:-

1. Hand and loose shunting on the UP and DN suburban lines are strictly phoibited.
2. Shunting in the Kalwa yard must be performed with the engine leading.
3. The load should be on vacuum /air brake.
4. Detained vehicle must be secured by applying hand brakes, wedges and safety chain with padlock.
5. Before drawing an EMU rake or any other train ahead in shunting Neck 1 at KYN end beyond gate no. 28, the pilot man deputed for this purpose must stop the train at stop Board No.6 and ensure that this Level Crossing Gate is Closed against the road Traffic. Similarly while backing a train from shunting neck the pilot man will stop the train at stop Board No.7 and ensure the 'Closure' of Level Crossing Gate No. 28 against the road Traffic.

6. No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in para 5.20 of G&SR.
7. Shunting shall be supervised by person as specified in para 5.13 & 5.14 of G&SR.
8. The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Pane/VDU.
9. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.

This has the approval of Chief Commissioner of Railway Safety.

13.4.2019
(इन्दु रानी दुबे)
उप रेल संरक्षा आयुक्त (परिचालन)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

सं. 2017/CEDO/SD/35

New Delhi, Dated 23.04.2018

The General Manager,
Southern Railway,
Chennai.

विषय : **Condonation** for vertical and horizontal infringement to IRSOD- Schedule-I, Chapter II, Item no. 10, Note-(iii) & Chapter II, Item No. 11(B) under Road-over Bridge no. 4R at chainage 1581.00m at Korukkupet end of Royapuram (RPM) Station yard; regarding laying of 3rd & 4th line between Chennai Beach (MBS) and Korukkupet (KOR) section of Chennai Division of Southern Railway.

संदर्भ : Southern Rly's letter no. W.573/M/123/Vol.IV, dated 05.04.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for vertical and horizontal infringement to IRSOD-Schedule-I, Chapter II, Item no. 10, Note-(iii) & Chapter II, Item No. 11(B) under Road-over Bridge no. 4R at chainage 1581.00m at Korukkupet end of Royapuram (RPM) Station yard; regarding laying of 3rd & 4th line between Chennai Beach (MBS) and Korukkupet (KOR) section of Chennai Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations are as under :

Item No. of Chapter II of Sch-I of IRSOD	*Amount of Infringement*					
	Existing Goods line	*Proposed UP line*	*Proposed Dn line*	*Proposed 3rd line*	*Proposed 4th line*	*Proposed Bharathi Dock line*
Item No. 10 Note-(iii), Vertical Infringement	*218mm to 708mm*	*0mm to 435mm*	*0mm to 580mm*	---	*0mm to 458mm*	*0mm to 411mm*
Item No. 11(b), Horizontal Infringement	*0mm to 441mm*	---	*0mm to 232mm*	---	---	---

Further, above condonation is subject to stipulations as under :

(i) *Raising of track should not be permitted. Marking of rail level prominently on ROB pillers is to be done.*
(ii) *Special Engineering boards shall be placed at the location indicating infringement.*
(iii) *Restrictions for ODC movement as per clearance study approved by EIG shall be notified in Work Time Table (copy enclosed; 03 pages)*
(iv) *Measurement of vertical clearance every three/six months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.*
(v) *Proper illumination of the area shall be done.*
(vi) *Area should be kept free of movable trolleys.*
(vii) *Special paints should be provided on structure to indicate infringement. Clearances shall be painted on the structure for reference.*
(viii) *Slewing of track shall not be permitted to future worsen the infringement.*
(ix) *After every track maintenance, original clearances shall be checked and certified.*
(x) *Railway to plan for removal of infringement.*

Encl. : as above

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

--continue to page-2

सं. 2017/CEDO/SD/35 New Delhi, Dated 23.04.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11017/01/2017-18-T.W., dated. 12.07.2017
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangaluru-560009, w.r.t. letter no. Q.11017/05/2017 SR/758-760,dated 21.06.2017.

(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

Ministry of Railways
Railway Board
Issued with Enclosure
Signature.....
Date of Issue.....

2016 2017

दक्षिण रेलवे और सवारीडिब्बा कारखानाके लिए बिजली निरीक्षक

का अनुमोदनईटी / 06 / 2016– 2017 दिं 02.05.2016

Approval No. ET/ 06 / 2016- 2017 dated 02 .05.2016

Electrical Inspector to Southern Railway, and ICF

Sub: - Approval for the special study made for the OHE arrangement under ROB no. 4R at Royapuram station in Chennai division.

Having certified that the special study made for the OHE arrangement under ROB no.4-R at Royapuram station (for 6 roads) in Chennai division is complying with the provisions in Appendix-A to chapter V-A of BG/SOD 2004:

Approval of the Electrical Inspector is hereby accorded for the special study of the OHE arrangement for six roads under the ROB no.4-R (as detailed in annexure-1) at Royapuram station in Chennai division.

अनुमोदित APPROVED

(Name: R.K.Kulshrestha)
(Date: 02.05.2016)

बिजली निरीक्षक
ELECTRICAL INSPECTOR TO
दक्षिण रेलवे और स.डि.का
SOUTHERN RAILWAY AND ICF

MSB-KOK SECTION

CLEARANCE STUDY BETWEEN OHE & ROB No:4R

ROB HT:5.463(Pro.DN line), 5.341 (Pro. Up line), 5.985 (Pro.3rd line), 5.490 (Pro.4th line) & 5.50 (Pro.BD line)

ROB AT kM: 1.581 kM

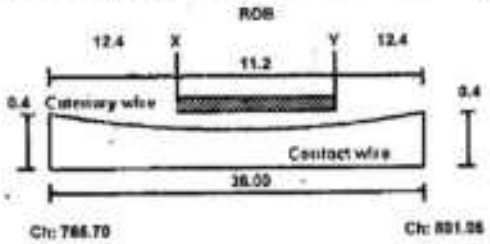
S.No.	DESCRIPTION	Pro. Down Line		Pro. UP Line		Pro. 3rd Line		Pro. 4th Line		Pro. Bharathi Dock line	
		X	Y	X	Y	X	Y	X	Y	X	Y
		12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
1	HEIGHT OF CONTACT WIRE AT SUPPORTS	4.920	4.920	4.840	4.840	5.400	5.400	4.900	4.900	4.900	4.900
2	ENCUMBRANCE AT SUPPORT	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400	0.400
3	SPAN UNDER ROB	36.00	36.00	36.00	36.00	36.00	36.00	36.00	36.00	36.00	36.00
4	SAG OF CONTACT WIRE AT X/Y	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020
5	HT OF CONTACT WIRE ABOVE RL AT	4.900	4.900	4.820	4.820	5.380	5.380	4.880	4.880	4.880	4.880
6	LENGTH OF DROPPER AT X/Y	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202	0.202
7	PUSH UP	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100
8	HALF THICKNESS OF CONDUCTORS	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012	0.012
9	AUXILIARY CONTACT WIRE	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
10	HEIGHT OF CATENARY WIRE UNDER ROB FROM RL	5.214	5.214	5.134	5.134	5.694	5.694	5.194	5.194	5.194	5.194
11	HEIGHT OF ROB	5.463	5.463	5.341	5.341	5.985	5.985	5.490	5.490	5.500	5.500
12	SHORT TIME CLEARANCE = (11 - 10)	0.249	0.249	0.207	0.207	0.291	0.291	0.296	0.296	0.306	0.306
13	LONG TIME CLEARANCE = (11 - (10 - 7))	0.349	0.349	0.307	0.307	0.391	0.391	0.396	0.396	0.406	0.406
14	SAG OF CONTACT WIRE AT MIDSPAN	0.022		0.022		0.022		0.022		0.022	
15	HEIGHT OF CONTACT WIRE AT MIDSPAN = (1 - 14)	4.898		4.818		5.378		4.878		4.878	

STATEMENT SHOWING THE CLEARANCES FOR MOVEMENT OF ODC's

S.No.	RESTRICTIONS	HEIGHT OF ODC MOVEMENT				
		Pro. Down Line	Pro. UP Line	Pro. 3rd Line	Pro. 4th Line	Pro. Bharathi Dock line
1	NO RESTRICTIONS	4.578 and below	4.498 and below	-	4.558 and below	4.558 and below
2	SPEED MUST BE RESTRICTED TO 15 kmph WITH POWER ON	4.578-4.628	4.498-4.548	-	4.558-4.608	4.558-4.608
3	kmph & POWER TO OHE MUST BE SWITCHED OFF	4.628-4.798	4.548-4.718	-	4.608-4.778	4.608-4.778
	OHE HAS TO BE SLEWED	Above 4.798	Above 4.718	-	Above 4.778	Above 4.778

All dimensions are in meters

"C" class ODC of height 4.80m can be permitted with power on condition without any speed restriction on Pro. 3rd line.



(M.VIJAY KUMAR)		(B.V.CHANDRASHEKAR)
CEE/CN/MS		CEDE/MAS

9

MSB-KOK SECTION

CLEARANCE STUDY BETWEEN OHE &ROB

ROB NO.4R AT KM 1.584 (RPM STATION)

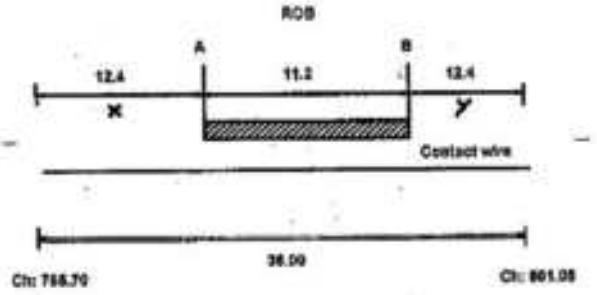
Pro. Goods line ROB HT:5.052

SL NO	DESCRIPTION	Pro. Goods line	
		X	Y
	WIDTH OF BRIDGE	11.200	
	DISTANCE FROM SUPPORT	12.400	12.400
1	HEIGHT OF CONTACT WIRE AT SUPPORT	4.800	4.800
2	ENCUMBRANCE AT SUPPORT	0.00	0.00
3	SPAN UNDER ROB	36.000	36.000
4	SAG OF CONTACT WIRE AT A/B	0.063	0.063
5	HEIGHT OF CONTACT WIRE AT A/B	4.737	4.737
6	LENGTH OF DROPPER AT A/B	0.000	0.000
7	PUSH UP	0.100	0.100
8	HALF THICKNESS OF CONDUCTORS	0.012	0.012
9	HT ON TOP OF CONTACT WIRE AT THE EDGE OF ROB	4.849	4.849
10	HEIGHT OF THE ROB FROM ERL	5.052	5.052
11	SHORT TIME CLEARANCE	0.203	0.203
12	LONG TIME CLEARANCE	0.303	0.303
13	SAG OF CONT WIRE AT MID SPAN	0.075	
14	HEIGHT OF CONTACT WIRE AT MID SPAN	4.725	
15	HEIGHT OF C CLASS ODC	4.800	
16	TRACK ALLOWANCE	0.020	

STATEMENT SHOWING THE CLEARANCES FOR MOVEMENT OF ODC's

S.No.	RESTRICTIONS	HEIGHT OF ODC MOVEMENT Pro.Goods Line
1	NO RESTRICTIONS	4.405 and below
2	SPEED MUST BE RESTRICTED TO 15 kmph WITH POWER ON	4.405-4.455
3	SPEED MUST BE RESTRICTED TO 15 kmph & POWER TO OHE MUST BE SWITCHED OFF	4.455-4.625
4	OHE HAS TO BE SLEWED	Above 4.625

All dimensions are in meters



(V. VENKATASUBRAMANIAN)
CEE/CN/MS & CEDE/MAS

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

सं. 2017/CEDO/SD/IRSOD/O /02 **New Delhi, Dated 23.04.2018**

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : **Platform distance from centre line of track on suburban system- Provisions as per Note 3 to Para 7(a) of IRSOD of ACS No. 23.**
संदर्भ : Western Rly's letter no. W.722/50Vol.II(W4), dated 06.04.2018

Vide letter referred above, CE(Planning)/WR, has proposed for certain modifications in the IRSOD regarding **"Platform distance from centre line of track on suburban system- Provisions as per Note 3 to Para 7(a) of IRSOD of ACS No. 23"** w.r.t. Board's letter no. 2011/CEDO/SD/IRSOD/O/2, dated 08.12.2017.

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

Da : as above

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
(Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile))
e-mail address : dcegrb@gmail.com

Copy forwarded to :

(i) ED/Track-1, RDSO, Manak Nagar, Lucknow-226011; for information and necessary action please.

(ii) PCE, Western Railway, Churchgate, Mumbai, for information please.

O/C

रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board
Issued
हस्ताक्षर Signature.....
जारी की तिथि Date of Issue.....

WESTERN RAILWAY

पश्चिम रेलवे
Western Railway

Headquarter Office,
Churchgate,
Mumbai – 400 020.

No.W.722/50 Vol.II (W4)

Date : 6th April,2018

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

Sub : Platform distance from centre line of track on suburban system – Provisions as per Note 3 to para 7 (a) of IRSOD of ACS No.23.

Ref : Railway Board's letter No. 2011/CEDO/SD/IRSOD/O/2 Dated : 08/12/2017.

Railway Board has relaxed the requirement of minimum horizontal distance from center line of track on Mumbai Suburban area vide ACS No. 23 to IRSOD vide reference cited above. The para is reproduced below :

"In Mumbai suburban area, when it is not possible to provide platform width to meet provisions at 7.a (i), 7.a (ii), and 7.a(iii) above, the dimensions at 7.a(i), 7.a(ii), 7.a(iii) ***can be reduced by Commisstoner of Ratlway Safety*** *for construction of new foot over bridge on the platform, on case to case basis subject to stipulation (a) , (b), (c) & (d), as below:*

i) From platform level to 3430mma	*4115mm*
(ii) From 3430mmabove rail level to 4610mm above rail level.	*4115mm decreasing uniformly to 3810mm*

2. Above approval is applicable only after approval of Commissioner of Railway Safety on case to case basis. CRS(Western Circle) vide letter Dated:05.03.2018 in connection with FOB at Khar Road asked Western Railway to submit the details as per the proforma of **Condonation to Infringement**. Accordingly detail documents were submitted to CRS (Western Circle) for condonation of infringement similar to

other cases. This makes whole process very cumbersome and takes lot of time which defeats the very purpose of such relaxation.

3. On WR , at present there are 18 such cases of FOB in suburban and in future some more work may be added where such relaxation is required.

4. In order to streamline the procedure and to make it less complex, it is proposed that word **"*can be reduced by Commissioner of Railway Safety*" may be deleted and replaced** by "***The stipulation mentioned as (a), (b), (c) & (d) should be followed for approval of GAD in each specific case of FOB where distance is being kept as 4115 or more and CRS sanction should be obtained as per laid down procedure for commencement/execution of work*** " as being done in other cases of like FOB launching/LC etc"

Railway Board is requested to communicate approval to the proposed amendment.

6.4.2018.

(K. K. Gupta)
Chief Engineer(Planning)/WR

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

सं.2018/CEDO/SD/12 **New Delhi, Dated 20.04.2018**

The General Manager,
Central Railway,
Mumbai C.S.T.

विषय : Condonation for infringement to Para 2(i)(b) & note (d)(ii) of IRSOD for existing gradient in **Vaghali station** 1 in 200 from kms. 336.746 to 341.00 with station limit of kms. 337.390 to 337.665 on IGP-BSL section in connection with provision of Loop Line of 753m CRS in Down Direction of Bhusawal Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/VAGHALI/BSL/02/2017, dated 08.01.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**). Further, the chainage mentioned in Form-XVII is Ch: 336.746 to Ch: 341000 instead of Ch: 336.746 to Ch: 337.660, which may be corrected.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : dceorb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, **Mumbai C.S.T.**
2. ED(Works), Railway Board.

O/C

रेल मंत्रालय
Ministry of Railways
Railway Board
24/4/18

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail: chiefcom@rediffmail.com

eoffice 411750/2018.

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 11011/05/2017–18–तoवि० दिनांक: 11.04.20

DC/E/G

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

विषयः Vaghali station- Grade condonation as per para-2 Note d(ii) of Schedule –I, Chapter-II (ACS-16) of IRSOD for BG 2004 for existing Grade of 1 in 200 from kms. 336.746 to 341.00 in Vaghali station with station limit of kms. 337.390 to kms. 337.665 on IGP-BSL section in connection with provision of Loop Line of 753m CSR in Down Direction.

संदर्भः (1) रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या – C-13(303)/2018/145 दिनांक 16.02.2018

The above subjected case, received from Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following conditions:-

1. Hand and loose shunting is strictly prohibited.
2. While perfoming shunting towards Bhusawal End of the station yard, such shunting must be dome wit the engine leading towards Blocks section (Bhusawal End), due to fallig gradient of 1 in 200 in dow directions towards blocks section.
3. All shunting should be performed under the personal supervision of the Guard of the train, who is the person incharge of the shunting operatios at this station or the person incharge of the shunting perations.
4. Shunting should be performed in accordance with the procedure laid down in SR 5.20-2 of G&S rule book.

This has the approval of Chief Commissioner of Railway Safety.

11/4/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

सं.2018/CEDO/SD/14

New Delhi, Dated 19.04.2018

The General Manager,
Central Railway,
Mumbai C.S.T.

विषय : Condonation for infringement horizontal dimensions to Para 7(a)(ii), Chapter-II of IRSOD in connection with the work of replacement of old FOB at ET end with new FOB 6m wide from platform no. 1 to 8 and extension upto circulating area alongwith staircase on each platform & provision of lift on each PF, i.e. PF no. 1, 2&3, 4&5, 6, 7 &8 at Nagpur Station of Nagpur Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/NGP/Nagpur/2017, dated 09.11.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

अनिल कुमार 19.4.18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, **Mumbai C.S.T.**
2. ED(Works), Railway Board. O/C

24/4/2018

Ministry of Railways
रेलवे बोर्ड / Railway Board
Name & Designation
Signature .....
Date of Issue.....

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

सं.2018/CEDO/SD/13

New Delhi, Dated 20.04.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation for infringement to Para 2(i)(b) & note (d)(ii) of IRSOD for gradient at proposed **Jaroli 'A' Cabin Station Yard** (km. 412.408F/Howrah) in connection with the existing private siding of M/s/ Rungta Mines Ltd. between Jaroli-Nayagarh stations of Chakrdharpur Division of South Eastern Railway.

संदर्भ : SER's letter no. Works/AC/Gradient/CKP-Divn/Part-5, dated 15.02.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**. Further, it is seen that request of grade condonation is for 160m i.e. Ch: 2938.00 to Ch:3998.00 and Ch: 4198.00 to Ch: 4798.00, which needs amendment in Form-XVII

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Eastern Railway, **Kolkata**.
2. ED(Works), Railway Board.

o/c

20/4/2018

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.2018/CEDO/SD/11

New Delhi, Dated 19.04.2018

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation for infringement to Para 2(i)(b) & note (d)(ii) of IRSOD for gradient in **Jhansi yard** 1 in 200 (UP Main line Gwalier), 1 in 192 (Down Main line Gwalier), 1 in 200 Down Main line Kanpur, existing line) and 1 in 200 (Proposed UP Main line Kanpur) of Jhansi Division of North Central Railway.

संदर्भ : NCR's letter no. 355-W/JHS Yard/Board's Condonation/JHS Division/NCR/Bridge, dated 18.03.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

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

(अनिल कुमार)
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Copy forwarded for information & necessary action to :

1. PCE, North Central Railway, **Allahabad**.
2. ED(Works), Railway Board.

O/C

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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ecopic 411768/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या-मं.रे.प्र./11015/03/2017-18-तoविo

दिनांक: 11.04.2018

सेवा में,

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

विषय: **Condonation for infringement to Para 2(i) (b) & note (d) (ii) of IRSOD for gradient in Jhansi yard 1 in 200 (UP Main line Gwalier), 1 in 192 (Down Main line Gwalier), 1 in 200 (Dwon main line Kanpur, existing line) & 1 in 200 (Proposed UP main line Kanpur)**

संदर्भ: रेल संरक्षा आयुक्त, पूर्वोत्तर परिमण्डल, लखनऊ के पत्र संख्या-3493/Pt.12/SANC-264 दिनांक 20.03.2018

The above subjected case, received from Commissioner of Railway Safety, North Eastern Circle, Lucknow vide letter under reference is hereby forwarded for necessary action with the following stipulations:-

1. No train or vehicle shall be stabled on "Non-isolated lines" without a "live engine" attached to it. Further, only live load with power to be stabled in 61m siding in North end of yard due to steep gradient.
2. Precautions for shunting/securing of vehicle at the station as per General Rules Para 5.20 to Para 5.23 shall be followed.
3. The precautions as per GR Para 5.23 shall be taken for securing of all train stabled lines and during attachment/detachment of locomotive, coaches & wagons.
4. During shunting, the engine shall be attached to the falling end of the gradient. No shunting beyond outermost points on the steep gradient side should be allowed unless a locomotive is attached at the lower end of load from point of view of gradient.
5. The stipulation already included in Station working rule of Jhansi Station "When receiving loaded goods trains from Orchha, Karari and Mustara, home signal of Jhansi shall be kept off and loaded goods trains not to be taken in Jhansi Goods Yard" shall be strictly followed.
6. The stipulations of Para 3.47 of General rules shall be strictly followed for simultaneous reception and dispatch for trains received from Kanpur & dispatch to Kanpur from Jhansi yard.

7. All the special precautions shall be prominently displayed in yard diagram available in SM's room.
8. The Yard gradient shall be prominently displayed in yard diagram available in SM's room.
9. The yard gradient shall be displayed in Signal Panel/VDU and RRI panel room.
10. The yard gradient shall be jointly measured every Six Months and records shall be kept with traceability.
11. Stipulations of Condonation of SOD infringement shall be mentioned in Jhansi yard ESP, SIP, SWR and SWRD.
12. SOD infringement details details shall be maintained in a SOD infringement register to be maintained by Engineering Department.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित-- रेल संरक्षा आयुक्त, पूर्वोत्तर परिमण्डल, लखनऊ ।

REMINDER-II

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

सं.2018/CEDO/SD/RS/03 **New Delhi, Dated 18.04.2018**

The General Managers,
North Western Railway, **Jaipur**
Northern Railway, **Baroda House, New Delhi**

The Director General,
R.D.S.O, Manak Nagar,
Lucknow.

विषय : Condonation of infringement for movement of non-ISO Dwraf Containers (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration on existing BG low platform bogie container flat wagon type BLC/BLCM on "Jamnagar (Rajkot/WR) to Chawapail (Ambala/NR) via Viramgaon-Mehasana-Palanpur-Rewari Dhuri, Ludhiana & Sanchwal" section of Indian Railway.

संदर्भ : Board's letter of even no., dated 22.02.2018.

Vide letter dated 22.02.2018 referred above (copy enclosed) and followed by reminder dated 15.03.2018, Railways as well RDSO were requested to send feedback/ clarification to the CCRS's observations. **Reply in this regard is still awited**.

In view of above, Railways and RDSO are requested to send feedback/clarifications to the above CCRS's observations, so that the same can be processed further.

DA : Board's letter, dated 22.02.2018

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway, **Jaipur**.
2. PCE, Northern Railway, **Baroda House, New Delhi**.
3. ED/Track-1, RDSO, Manak Nagar, **Lucknow**

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Inst. / Disclosure
Signature .....

S. No. 4

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

No. 2017/CEDO/SR/6/PC-6/01/Pt I

New Delhi, dated 17.04.2018

Exec Director/Motive Power
Research, Designs & Standards Organisation
Lucknow, 226011.

Sub: Implementation of Instructions Given in 33rd GCM held on 12.02.18

Ref: (i) RDSO letter No. SD.POL.11 dated 09.03.2018.
(ii) ED/Track-I/RDSO Note No. CT/Policy, dated 13.03.2018 to ED/MP/RDSO & copy to DG/RDSO and EDCE/G/RB

RDSO vide above ref. (i), has submitted the proposal for amendment of Policy Circular No. 6. In this regard, kindly refer item No. 6 of minutes of the 33rd meeting of the Governing Council held on 12.02.2018 at RDSO, Lucknow, the extract of which is reproduced below:

"6.0 Presentation on Policy Circular No. 6 by ED/Testing

6.1 CRB directed RDSO to send unanimous and positive recommendations to Board for desired changes in Policy Circular No. 6 for approval.

6.2 ME desired that RDSO should also take into account the extant rules and provisions stipulated for 'Opening of New lines' while formulating recommendations for modifications in Policy circular No. 6 and it should be clearly indicated in the recommendations.

....."

2. However, it is evident from ED/Track-I Note, dated 13.03.18, to ED/MP/RDSO (ref ii) that the proposal submitted by RDSO is not unanimous as was directed in the Governing Council Meeting. ED/Track-I in above Note has requested ED/MP to further deliberate the matter for sending a revised proposal to Railway Board.

3. As such, it is requested to deliberate the issue further with Track Directorate and submit unanimous proposal to Railway Board for further consideration.

17/4

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजी.(जी)
रेलवे बोर्ड

Copy to : ED/Track-I/RDSO/Lucknow for information please.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
जारी
Issued
Signature

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

2018/CEDO/CRS/03 **New Delhi, Dated 09.04.2018**

The General Managers,
All Zonal Railways.

विषय : Provision of TADK for CCRS/CRS/Dy.CRS posted in Commission of Railway Safety

1. Chief Commissioner of Railway Safety vide his letter NO. M15013/01/2017-18-T.W., dated 07.03.2018, addressed to CRB, inter-alia has requested to provide TADK to the Officers of Commission.

2. The matter has been considered in Board's office and it has been decided that TADK to CCRS/CRS and all DyCRSs shall be provided by Zonal Railways with immediate effect as under:

S.No.	Officers of Commission working in	TADK to be provided by
1.	CCRS office	Northern Railway
2.	CRS Northern circle	Northern Railway
3.	CRS NE circle	North Eastern Railway
4.	CRS Southern circle	South Western Railway
5.	CRS South Central circle	South Central Railway
6.	CRS Western circle	Western Railway
7.	CRS Eastern circle	Eastern Railway
8.	CRS N F circle	Eastern Railway
9.	CRS South Eastern circle	South Eastern Railway
10.	CRS Central circle	Central Railway

3. The TADK posts shall have to come from existing strength only.

4. This issues with the approval of Board (ME, FC & CRB).

Prem Sagar
9.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/ सिविल इंजी.(जी)/ रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

2018/CEDO/CRS/03 **New Delhi, Dated 09.04.2018**

Copy forwarded for information to :
(i) PFAs, All Indian Railways;
(ii) The Dy. Comptroller and Auditor General of India (Railways), Rail Bhawan, New Delhi.
(iii) Chief Commissioner of Railway Safety, DRM Office Campus, 16 Ashok Marg, Lucknow.
(iv) Commissioners of Railway Safety, All Circles.

For Financial Commissioner / Railways

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

2018/CEDO/CRS/03 **New Delhi, Dated 09.04.2018**

The General Managers,
All Zonal Railways.

विषय : Provision of vehicle for CCRS/CRS/Dy.CRS posted in Commission of Railway Safety

1. Chief Commissioner of Railway Safety vide his letter NO. M15013/01/2017-18-T.W., dated 07.03.2018, addressed to CRB, inter-alia has requested to provide vehicle to the Officers of Commission.
2. The matter has been considered in Board's office and it has been decided that vehicle to CCRS/CRS and all DyCRSs shall be provided by Zonal Railways with immediate effect as under:

S.No.	Officers of Commission working in	Vehicle to be provided by
1.	CCRS office	Northern Railway
2.	CRS Northern circle	Northern Railway
3.	CRS NE circle	North Eastern Railway
4.	CRS Southern circle	South Western Railway
5.	CRS South Central circle	South Central Railway
6.	CRS Western circle	Western Railway
7.	CRS Eastern circle	Eastern Railway
8.	CRS N F circle	Eastern Railway
9.	CRS South Eastern circle	South Eastern Railway
10.	CRS Central circle	Central Railway

3. This issues with the approval of Board (ME, FC & CRB).

Prem Sagar
9.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/ सिविल इंजी.(जी)/ रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

2018/CEDO/CRS/03 **New Delhi, Dated 09.04.2018**

Copy forwarded for information to :
(i) PFAs, All Indian Railways;
(ii) The Dy. Comptroller and Auditor General of India (Railways), Rail Bhawan, New Delhi.

For Financial Commissioner / Railways

Copy forwarded for information to
(i) Chief Commissioner of Railway Safety, DRM Office Campus, 16 Ashok Marg, Lucknow.
(ii) Commissioners of Railway Safety, All Circles.

Prem Sagar 9.4.18
कार्यकारी निदेशक/ सिविल इंजी.(जी)/ रेलवे बोर्ड

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

No. 2018/CEDO/CRS/01 New Delhi, Dated 09.04.2018

To,
The General Managers,
All Zonal Railways.

Sub: Booking of Air tickets for officers of Commission of Railway Safety
Ref: CCRS letter No. M-15013/01/2017-18-T.W, dated 18.10.2017

1. Chief Commissioner of Railway Safety vide above reference has requested railways to provide flight tickets of suitable class, to the officers of Commission drawing attention to Section 9 of Indian Railways Act, 1989. Section 9 of Act states that "*A railway administration shall afford to the Commissioner all reasonable facilities for the discharge of the duties or for the exercise of the powers imposed or conferred on him by or under this Act.*"

2. Matter has been examined in the Board's office and it has been decided that Zonal Railways mentioned as under, shall arrange flight tickets of suitable class for CCRS/CRS on their request as per their entitlement vide DoE OM no. 19030/1/2017-E.IV dated 13.07.2017 as amended from time to time, without any further cross reference:

S.No.	Officers of Commission working in	Air tickets to be provided by Railway
1.	CCRS office	Northern Railway
2.	CRS NE circle	North Eastern Railway
3.	CRS Northern circle	Northern Railway
4.	CRS Southern circle	South Western Railway
5.	CRS South Central circle	South Central Railway
6.	CRS Western circle	Western Railway
7.	CRS Eastern circle	Eastern Railway
8.	CRS NF circle	Eastern Railway
9.	CRS South Eastern circle	South Eastern Railway
10.	CRS Central circle	Central Railway

3. It shall be incumbent upon CCRS/CRS to ensure that they have approval of their administrative authority/ Ministry for the above.

4. This issues with the approval of Board (ME, FC & CRB).

Prem Sagar
9.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]

2018/CEDO/CRS/01 **New Delhi, Dated 09.04.2018**

Copy forwarded for information to :
(i) PFAs, All Indian Railways;
(ii) The Dy. Comptroller and Auditor General of India (Railways), Rail Bhawan, New Delhi.
(iii) Chief Commissioner of Railway Safety, DRM Office Campus, 16 Ashok Marg, Lucknow.
(iv) Commissioners of Railway Safety, All Circles.

For Financial Commissioner / Railways

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

सं. 2018/CEDO/SR/01 **New Delhi, Dated 02.04.2018**

The General Manager,
West Central Railway,
Jabalpur.

विषय : Running of 2WAP5 (MU) class of electric locomotive as per RDSO Drawing No. SKEL-4353 having maximum axle load of 19.5 ± 2%t up to maximum speed of 130 kmph over BG electrified sections of West Central Railway.

संदर्भ : W.C. Rly's letter no. W-HQ/311/BR/CRS/2WAP-5(MU)/464, dated 05.03.2018.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of 2WAP5 (MU) class of electric locomotive as per RDSO Drawing No. SKEL-4353 having maximum axle load of 19.5 ± 2%t up to maximum speed of 130 kmph over BG electrified sections of West Central Railway, subject to terms and conditions as given in West Central Railway Joint Safety Certificate No. 42/2017-18/BG, dated 27.10.2017, Track Certificate No. W-HQ/ W-4/Track-II/TC/2016/167, dated 18.11.2016, Bridge Certificate. No. 42/2017-18/BG, dated 27.10.2017, RDSO's Final Speed Certificates No. SD. WAP5.11 dated 25.08.2014 & its Amendment No. 1, dated 24.08.2015 and other certificate accompanying above referred letter.

Prem Sagar
2.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

dc

सं. 2018/CEDO/SR/01 **New Delhi, Dated 02.04.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. M. 12011/01/2013-14-T.W., dated 18.01.2018.
2. The General Managers, All Indian Railways (except WCR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.



Prem Sagar
2.4.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

dc

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

सं. 2018/CEDO/SR/04 **New Delhi, Dated 02.04.2018**

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

विषय : **Provisional running** of High Output Tamping & Stabilizing Machine Model 09-3X Dynamic (Manufactured & Supplied by M/s Plasser India) up to maximum speed of 50 kmph over Northern Railway.

संदर्भ : Northern Rly's letter no. 519-W/1741, dated 05.03.2018.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for provisional running of High Output Tamping & Stabilizing Machine Model 09-3X Dynamic (Manufactured & Supplied by M/s Plasser India) up to maximum speed of 50 kmph over Northern Railway, subject to terms and conditions as given in Northern Railway's Joint Safety Certificate No. SLC/BG/36/2018, concomitant Track Certificate & Bridge Certificate, RDSO's Provisional Speed Certificates No. TM/HM/11/37/09-3X Dynamic, dated 31.01.2018 and other certificate accompanying above referred letter with Board's stipulations as under :

(i) *Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.*
(ii) *Observance of all conditions laid down in RDSO's Provisional Speed Certificate No. TM/HM/11/37/09-3X Dynamic dated 31.01.2018 and Northern Railway Joint Safety Certificate No. SLC/BG/36/2018 dated 08.02.2018 and concomitant Track and Bridge Certificates.*
(iii) *Maximum speed of the machine shall not exceed 50 kmph.*

Prem Sagar 2.4.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
(Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in)

सं. 2018/CEDO/SR/04 **New Delhi, Dated 02.04.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. M. 15015/01/2017-18-T.W., dated 07.03.18.
2. The General Managers, All Indian Railways (except NR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

03/04/18

Prem Sagar 2.4.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

70/WDO/ORI/RO/1 Vol.IV **New Delhi, Dated 28.03.2018**

The Chief Commissioner of Railway Safety,
Office Compound of DRM/NER,
Ashok Marg, Lucknow.

Sub: Amendment to "The Railways (Opening for Public Carriage of Passengers), Rules, 2000, lastly amended by GSR 44(E), dt 27th January 2005
- **Rule 22 and Rule 28**

1. In order to expedite and simplify the procedure for introduction of new locomotive/rolling stock, introduction/ raising of speed of passenger carrying trains and opening of new lines, Rule 22 and Rule 28 of "The Railways (Opening for Public Carriage of Passengers) Rule-2000 along with amendment 2001 and 2005", is proposed to be amended.

2. The proposed Rule 22 and Rule 28 are as under:

"Rule 22: Opening of railway and Condonation of Infringements to Indian Railways Schedule of Dimensions by Commissioner of Railway Safety:

(1) The Commissioner of Railway Safety, after inspection, may under Section 28 sanction the opening of new lines of Railway for public carriage of passengers within the respective circles subject to the condition as the Commissioner of Railway Safety may impose.

(2) The Commissioner of Railway Safety may under Section 28 of The Railways Act, 1989 condone the infringements to maximum and minimum dimensions of Indian Railways Schedule of Dimensions (IRSOD) subject to provisions of IRSOD, within the respective circles, with conditions as the Commissioner of Railway Safety may impose."

28. Introduction of new types of locomotives or rolling stock/ increase in sanctioned maximum speed of existing locomotives or rolling stock:-

(1) 'Research, Design and Standards Organisation (RDSO)' shall apply for use of new types of locomotives or rolling stock different from those already running on any section or division of railway administrations, to the Central Government (Railway Board) through Chief Commissioner of Railway Safety. Any increase in sanctioned maximum speed of existing locomotives or rolling stock shall be treated as introduction of new types of locomotives or rolling stock.

(2) The application under sub-rule(1) shall be accompanied by-

(i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required;

(ii) Provisional Speed Certificate or Final Speed Certificate issued by Research, Design and Standards Organisation.
(iii) In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned.

(3) The proposal shall be scrutinized by the Chief Commissioner of Railway Safety and his recommendations thereon shall be submitted to the Central Government (Railway Board) for its orders.

(4) No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government (Railway Board) for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government (Railway Board) has been received through the Chief Commissioner of Railway Safety for doing so.

(5) For permitting new designs of locomotives, the Chief Commissioner of Railway Safety may require oscillation trials to be conducted and call for the records for his scrutiny.

(6) A new rolling stock would mean a stock having different principal dimensions, a different bogie design, new designs of braking system, and/or suspension details like axle load, track loading density, unsprung mass being different. Minor change of equipment design and change of internal/equipment layout on the rolling stock would not constitute a new rolling stock unless such changes are likely to significantly affect weight distribution, center of gravity and riding behaviour of the rolling stock.
(7) Any modification in the design of the coach which alters the system of operation and control over the rolling stock, like change in the braking system or change in the principle of traction shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.

28A Use of new types of locomotives or rolling stock by Railway Administration:
(1) General Manager of a Government railway can sanction use of any locomotive or rolling stock already introduced on Indian railway by Central Government (Railway Board) following provisions of Rule 28, on any section or division of its railway. Railway Administration of other than Government railway shall require the approval of Central Government (Railway Board) through Chief Commissioner of Railway Safety for use of the same on any section of its railway.

(2) The proposal for sanction of the General Manager of a Government railway under sub-rule (1) shall be accompanied by-

(i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required;

(ii) Provisional Speed Certificate or Final Speed Certificate issued by Research, Design and Standards Organisation.
(iii) Sanction of the Central Government (Railway Board) for introduction of the locomotives or rolling stock/ increase in sanctioned maximum speed of existing locomotives or rolling stock.

(iv) A certificate signed by the Chief Engineer, the Chief Mechanical Engineer and the Chief Electrical Engineer (for Electric stock) of the concerned railway in the Form given below:-

"CERTIFICATE

Certified that it is safe to run ----------(particulars of locomotive and rolling stock proposed to run) not exceeding ----------units (in the case of locomotive) coupled together on the section (station)----------to (station) from ----------(km) to ---------- (km) of the ---------- Railway at a maximum speed of ----------(km/h) against a maximum speed of ----------(km/h) certified by Research, Design and Standards Organisation, subject to the following speed restrictions and conditions:-

(a) Speed restrictions

Sl. No.	*From Km to Km*	*Nature of speed restriction*	*Brief*	*Reason for restriction*

(b) Special Conditions

1 .....
2 .....
3 .....
4 .....

To Be Signed by –

1. The Chief Mechanical Engineer..... *2. The Chief Engineer___*

3. The Chief Electrical Engineer..... *4. The Chief Signalling and Telecommunications Engineer.....*

5. The Chief Operating Manager.....

Note 1- The Chief Operating Manager and the Chief Signalling and Telecommunications Engineer should be associated when the increase in the speed of a loco/ rolling stock is contemplated over the maximum sanctioned speed for a specific category of train (Passenger or Goods) over a particular section of the railway.

Note 2 – Over the Railways where both the shop maintenance and open line maintenance of electric locos and Electrical Multiple Unit rolling stock are under the control of the Electrical department only, the Chief Electrical Engineer, otherwise The Chief Mechanical Engineer should also sign.

Note 3 – When Motive power with chopper control is to be used, the Chief Electrical Engineer and the Chief Signalling and Telecommunication Engineer should sign the certificate."

(v) Such calculations and stress sheets showing :

(a) the conclusions arrived at ;

(b) the external forces on which the stress calculations are based ;

(c) the stresses which will be produced in the various bridges over which the proposed rolling stock will run ; and

(d) the effects which the said rolling stock will have on various structures or tracks as compared with those caused by the rolling stock already in use, or allowed by the existing Government orders.

(vi) The calculations, stress sheets must show as to what allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included.

(vii) The cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems shall also be indicated.

(viii) An approximate estimate of the cost of such improvements in existing structures or track as the use of the proposed rolling stock is likely to render necessary on the railway concerned, whether immediately or in the near future.

(2.1) The Certificate referred to in clause (iv) of sub-rule (2) shall indicate clearly that the speed certified does not exceed the limits laid down by the Research, Designs and standard Organisation.

(2.2) In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned.

(2.3) The sanction of General Manager shall be communicated to Commissioner of Railway Safety for his information.

(3) The proposal of other than Government railway for seeking approval of Central Government (Railway Board) through Chief Commissioner of Railway Safety, shall be on the same lines as stipulated in Rule 28A(2) above.

28B. Introduction of New passenger carrying trains / Change in speed of existing passenger carrying trains:

Introduction of New passenger carrying trains / Change in speed of existing passenger carrying trains shall be done as per extant instructions in force, issued by Central Government (Railway Board) time to time. However, first introduction of a new passenger carrying train above 130 kmph, or first increase in speed of existing passenger carrying train above 130 kmph in a section shall be with the approval of Central Government (Railway Board) through Chief Commissioner of Railway Safety.

3. The existing and proposed Rule 22 and Rule 28 in juxtaposition is enclosed.

4. The considered views of the Commission are requested on the proposed amendment as mentioned above.

Encl. As above

28/03/13

(Alok Ranjan)
Additional Member (CE)
Railway Board

Juxta position of proposed and existing provisions of Rule 22 "The Railways (Opening for Public Carriage of Passengers), Rules, 2000"

Rule No.	Existing Provision	Proposed Provision
22.	**Opening of railway by Commissioner:** (1) The Commissioner, after inspection, may under Section 28 sanction the opening for public carriage of passenger of new lines of Railway within the respective circles subject to the condition as the Commissioner may impose.	**Rule 22- Opening of railway and Condonation of Infringements to Indian Railways Schedule of Dimensions by Commissioner of Railway Safety:** (1) The Commissioner of Railway Safety, after inspection may under section 28 sanction the opening of new lines of Railway for public carriage of passengers within the respective circles subject to the condition as the Commissioner of Railway Safety may impose. (2) The Commissioner of Railway Safety may under Section 20(2) of the Railways Act, 1989 condone the infringements to maximum extent permissible in the Indian Railways Schedule of Dimensions (IRSOD) subject to the provision of IRSOD within the respective circles with conditions as the Commissioner of Railway Safety may impose.

Amit Sharma 28/3/11
(DCE/G)

Juxta position of proposed and existing provisions of Rule 28
"The Railways (Opening for Public Carriage of Passengers), Rules, 2000"

Rule No.	Existing Provision	Proposed Provision
28.	**Use of new types of locomotives or rolling stock:-**	**Introduction of new types of locomotives or rolling stock/ increase in sanctioned maximum speed of existing locomotives or rolling stock:-**
(1)	Any railway administration which desires to use new types of locomotives or rolling stock different from those already running on any section or division of its railways, shall apply for sanction for the same to the Central Government through the Commissioner.	"Research, Design and Standards Organisation (RDSO)" shall apply for use of new type of locomotives or rolling stock different from those already running on any section or division of railways to the Central Government Railway Administration through the Chief Commissioner of Railway Safety in the event of increase in maximum speed of existing locomotive or rolling stock shall be treated as introduction of new type of locomotive or rolling stock.
(2)	The application under sub-rule(1) shall be accompanied by- (i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required;	The application under sub-rule(1) shall be accompanied by- (i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock for which sanction is required;
	(ii) A certificate signed by the Chief Engineer, the Chief Mechanical Engineer and the Chief Electrical Engineer (for Electric stock) of the concerned railway in the Form given below:-	(ii) Provisional Safety Certificate or Final Safety Certificate issued by Research Design and Standard Organisation: In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned.
	"CERTIFICATE Certified that it is safe to run ———— (particulars of locomotive and rolling stock proposed to run) not exceeding ———— units (in the case of locomotive) coupled together on the section (station) ———— to (station) from ———— (km) to ———— (km) of the ———— Railway at a maximum speed of ———— (km/h) against a maximum speed of ———— (km/h) certified by Research, Design and Standards Organisation, subject to the following speed restrictions and conditions:-	Provisions transferred to Rule 28(A)

(Amit Gupta) (OCE/IS)

	(a) Speed restrictions Sl. No. | From Km to Km | Nature of speed restriction | Brief Reason for restriction (b) Special Conditions 1 ..... 2 ..... 3 ..... 4 ..... To Be Signed by – 1. The Chief Mechanical Engineer..... 2.The Chief Engineer___ 3. The Chief Electrical Engineer..... 4. The Chief Signalling and Telecommunications Engineer..... 5.The Chief Operating Manager..... Note 1:- The Chief Operating Manager and the Chief Signalling and Telecommunications Engineer should be associated when the increase in the speed of a loco/ rolling stock is contemplated over the maximum sanctioned speed for a specific category of train (Passenger or Goods) over a particular section of the railway. Note 2 – Over the Railways where both the shop maintenance and open line maintenance of electric locos and electrical multiple unit rolling stock are under the control of the Electrical department only, the Chief Electrical Engineer, otherwise The Chief Mechanical Engineer should also sign. Note 3 – When Motive power with chopper control is to be used the Chief Electrical Engineer and the Chief Signalling and Telecommunications Engineer should sign the certificate."	
	(iii) Such calculations and stress sheets showing (a) the conclusions arrived at ; (b) the external forces on which the stress calculations are based ; (c) the stresses which will be produced in the various bridges over which the proposed rolling stock will run ; and (d) the effects which the said rolling stock will have on various structures or tracks as compared with those caused by the rolling stock already in use, or allowed by the existing government orders.	Provisions transferred to Rule 28(A)
	(iv) The Calculations, stress sheets must show as to what	Provisions transferred to Rule 28(A)

(DCE(C))

	allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included.	
	(v) The cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems shall also be indicated.	Provisions transferred to Rule 28(A)
	(vi) An approximate estimate of the cost of such improvements in existing structures or track as the use of the proposed rolling stock is likely to render necessary on the railway concerned, whether immediately or in the near future.	Provisions transferred to Rule 28(A)
(3)	The proposal must be scrutinized by the Commissioner and his recommendations thereon shall be submitted to the Central Government for its orders.	The proposal shall be scrutinized by the Chief Commissioner of Railway Safety and his recommendations thereon shall be submitted to the Central Government (Railway Board) for its orders.
(4)	No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government has been received through the Commissioner for doing so.	No new type of engine or rolling stock which would cause stresses exceeding those specified in the IRS Bridge Rules, 1964, or the Standard Codes of Practice, or in the absence of any such reference, the design criteria approved by the Central Government (Railway Board) for existing structures or excessive stresses in track shall be ordered until the sanction of the Central Government (Railway Board) has been received through the Chief Commissioner of Railway Safety for doing so.
(5)	(a) For permitting new designs of locomotives, the Commissioner may require oscillation trials to be conducted and call for the records for his scrutiny.	For permitting new designs of locomotives, the Chief Commissioner of Railway Safety may require oscillation trials to be conducted and call for the records for his scrutiny.
	(b) The Certificate referred to in clause (ii) of sub-rule (1) shall indicate clearly that the speed certified does not exceed the limits laid down by the Research, Designs and standard Organisation. In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned. Note: Provisions contained in this clause shall also apply for increasing the speed of existing rolling stock by making	Provisions partially transferred to Rule 28(A) and 28(2)(iii)

(Dec'15)

4/8

	improvements. (c) For increase of speed beyond 100 km/hour on broad gauge and 75 km/hour on meter gauge of nominated trains on specific routes, the Commissioner may require route proving run by portable accelerometer or confirmatory oscillograph car run as per the instructions for the time being in force on the entire route at the maximum proposed speed. The Chief signal and Telecommunication Engineer and the Chief Operations Manager shall sign the joint safety certificate in this case also.	Provisions transferred to Rule 28(B)
(6)	Any modification in the design of the coach which alters the system of operation and control over the rolling stock, like change in the breaking system or change in the principle of traction shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.	[redacted]
(7)	Any modification in the coach or rolling stock affecting the salient dimensions or suspension system or running gears and any other modifications including body, seating arrangements and the like irrespective of whether such modifications affect the riding quality of the rolling stock or not, shall also constitute a change in type or design of the rolling stock.	Any modification in the design of the coach which alters the system of operation and control over the rolling stock, like change in the braking system or change in the principle of traction shall be considered as a material modification and shall constitute a change in the type and design of the rolling stock.
(8)	Introduction of any train consisting of new coaching stocks of different design or type which are not already running on the section of a railway system shall also require the sanction of the Commissioner.	Provisions transferred to Rule 28(B)

28/3/13
(D(E/S))

Rule No.	Existing Provision	Proposed Provision
28A.	-----	**Use of new types of locomotives or rolling stock by Railway Administration:-**
(1)	---	General Manager of a Government railway can sanction use of any locomotive or rolling stock already introduced on Indian railway by Central Government (Railway Board) following provisions of Rule 28, on any section or division of its railway. Railway Administration of other than Government railway shall require the approval of Central Government (Railway Board) through Chief Commissioner of Railway Safety for use of the same on any section of its railway.
(2)	---	The proposal for sanction of the General Manager of a Government railway under sub-rule (1) shall be accompanied by,-
	---	(i) Such diagrams as may be necessary to give full particulars of the axle loads, wheel spacing, length over buffers and other principal dimensions of the rolling stock, together with any other [illegible] required.
	---	(ii) Provisional Speed certificate or final speed certificate issued by [illegible] in accordance with the provisions of [illegible]
	---	(iii) Sanction of the Central Government (Railway Board) to the introduction of the locomotive or rolling stock on the [illegible] speed [illegible]
	---	(iv) A certificate signed by the Chief Engineer, the Chief Mechanical Engineer, and the Chief Electrical Engineer, [illegible] rolling stock of the concerned railway [illegible]
	---	**CERTIFICATE** Certified that [illegible] (particulars of locomotive or rolling stock proposed to run) be exempted from [illegible] and that the locomotive [illegible] may be allowed to run on the [illegible] Railway at a maximum speed of [illegible] Km/h against a maximum speed of [illegible] Km/h of the [illegible] Railway at maximum speed of [illegible] Km/h against a maximum speed of [illegible] Km/h certified by Research Design and Standards Organisation subject to the following speed restrictions and conditions: (a) Speed restrictions: Sl. No. | From Km - to Km | Nature of speed restriction | Brief | Reason for restriction (b) Special Conditions 1.

Amit Arora 24/5/17 (DCE(C))

		[redacted]
	—	[redacted]
	—	(vii) The calculations or stress sheets must show as to what allowance has been made for any secondary or deformation stresses in addition to the primary stresses caused by external forces and what relief of stress, if any, has been included.
	—	(viii) The cost of modification to signalling and telecommunication installations necessitated by the use, if any, of chopper or thyristor control systems shall also be indicated.
	—	(ix) An approximate estimate of the cost of such improvements in existing structures or track as the

		use of the proposed rolling stock is likely to render necessary on the railway concerned, whether immediately or in the near future.
(2.1)	---	The Certificate referred to in clause (iv) of sub rule (2) shall indicate clearly that the speed certified does not exceed the limits laid down by the Research Design and Standards Organisation.
(2.2)	---	In addition, the maximum number of motive power unit proposed to be coupled together in a multiple operation shall be specifically provided.
(2.3)	---	The sanction of General Manager shall be communicated to Commissioner of Railway Safety for his information.
(3)		The proposal of other than government railways for grant of approval of Central Government Railway Board shall be submitted to Commissioner of Railway Safety for scrutiny as specified in Rule 25.

Amit Arora
07/4/17
(OCCIS)

Rule No.	Existing Provision	Proposed Provision
28B	------	28B: Introduction of New passenger carrying trains / Change in speed of existing passenger carrying trains: [redacted]

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

सं. 2017/CEDO/SR/17 **New Delhi, Dated 27.03.2018**

The General Manager,
Central Railway,
C.S.T, Mumbai.

विषय : Running of BG Bogie Open Wagon type 'BOXNHA'(CC+8+2) up to a maximum speed of 60 kmph in loaded condition and 90 kmph in empty condition on all CC+8+2 routes of Central Railway.

संदर्भ : Central Rly's letter no. W.444/M2/BR/VII, dated 20.04.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for Running of BG Bogie Open Wagon type 'BOXNHA'(CC+8+2) up to a maximum speed of 60 kmph in loaded condition and 90 kmph in empty condition on all CC+8+2 routes of Central Railway, subject to terms and conditions as given in Central Railway's Joint Safety Certificate no. JSC/32/2016, Track Certificate no. TC/32/2016, Bridge Certificate no. BC/32/2016, Track Worthiness Certificate for Rolling Stock no. T.601.L.9.CC+8+2t, dated 04.01.2017 and RDSO's Final Speed Certificates no. MW/SPD/BG/BOXNHA/22.82t, dated 31.03.2010 and other certificate accompanying with the application and other certificate accompanying above referred letter with Board's stipulations as under :

(i) *Improvement to track structure, formation, bridges to be accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8+2 traffic preferably within two years of sanction or maximum three years of sanction by ensuring adequate maintenance blocks, movement of material trains and Engineering Time Allowance for execution.*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running CC+8+2 traffic should be wiped out on priority within a maximum of one year by ensuring adequate maintenance blocks and Engineering Time Allowance.*

(iv) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(v) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overlooded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to strict compliance to conditions stipulated in Board's JPO no. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overlooded*

strict compliance to conditions stipulated in Board's JPO no. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overloaded wagons is resorted to, minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".

(vi) *WILDs should be installed within 15-50 km before all Train examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall be detached without fail as laid down in Railway Board's JPO No. 2002/M(N)/960/1 Pt dated 29.07.08.*

(vii) *Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.*

(viii) *Railway should ensure installation of way side lubricators as per provision of IR P.Way Manual in a time bound manner and complete it within maximum two years.*

(ix) *No overdue in track/rolling stock maintenance should be permitted.*

(x) *Separate maintenance regime to be legislated for higher axle load route.*

(xi) *Adequate number of WILD and 'weigh bridges' shall be progressively installed and their working closely monitored.*

(xii) *A detailed guidelines for operation of higher axle load train shall be issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc).*

(xiii) *'Measuring wheels' shall be procured and trials be conducted to measure lateral forces.*

(xiv) *Double distant signals shall be progressively provided in view of higher NBD/EBD.*

(xv) *Traction power supply shall be augmented to cater for additional load.*

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SR/14 **New Delhi, Dated 23.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. M. 15014/01/2017-18-T.W., dated 24.05.2017.
2. The General Managers, All Indian Railways (except WR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

(अनिल कुमार)
वरि. सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SR/14 **New Delhi, Dated 27.03.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Introduction and revalidation of BG Bogie Open wagon type 'BOXNHL' having maximum axle load 22.9T, at a maximum speed of 60 Kmph in loaded and 100 Kmph in Empty condition on BG section Western Railway.

संदर्भ : Western Rly's letter no. W 636/15/91/5(W3), dated 26.02.2013.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction and re-validation of BG Bogie Open wagon type 'BOXNHL' having maximum axle load 22.9T, at a maximum speed of 60 Kmph in loaded and 100 Kmph in Empty condition on BG section of Western Railway, subject to terms and conditions as given in Western Railway's Joint Safety Certificate no. 09 of 2012, Track Certificate dated 13.02.2012, Bridge Certificate dated 23.02.2012, RDSO's Final Speed Certificates No. MW/SPD/BG/BOXNHL/22.9t, dated 23.03.2009, Amendment no. 1 & 2 dated 09.04.2009 & 31.12.2009 and other certificate accompanying with the application and other certificate accompanying above referred letter with Board's stipulations as under :

(i) *Improvement to track structure, formation, bridges to be accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8+2 traffic preferably within two years of sanction or maximum three years of sanction by ensuring adequate maintenance blocks, movement of material trains and Engineering Time Allowance for execution.*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running CC+8+2 traffic should be wiped out on priority within a maximum of one year by ensuring adequate maintenance blocks and Engineering Time Allowance.*

(iv) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(v) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to*

wagons is resorted to, minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".

(vi) *WILDs should be installed within 15-50 km before all Trains examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall be detached without fail as laid down in Railway Board's IPO No. 2002/M(N)/960/1 Pt dated 29.07.08.*

(vii) *Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.*

(viii) *Railway should ensure installation of way side lubricators as per provision of IR P.Way Manual in a time bound manner and complete it within maximum two years.*

(ix) *No overdue in track/rolling stock maintenance should be permitted.*

(x) *Separate maintenance regime to be legislated for higher axle load route.*

(xi) *Adequate number of WILD and 'weigh bridges' shall be progressively installed and their working closely monitored.*

(xii) *A detailed guidelines for operation of higher axle load train shall be issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc).*

(xiii) *'Measuring wheels' shall be procured and trials be conducted to measure lateral forces.*

(xiv) *Double distant signals shall be progressively provided in view of higher NBD/EBD.*

(xv) *Traction power supply shall be augmented to coter for additional load.*

अनिल कुमार 27/3/18

(अनिल कुमार)
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e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SR/17 **New Delhi, Dated 27.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. M. 15014/01/2017-18-T.W., dated 24.05.2017.
2. The General Managers, All Indian Railways (except CR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.



अनिल कुमार 27/3/18
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

Sub: Implementation of decisions in Board Meeting held on 02.02.2018: Monitoring thereof.

Ref: ED/Traffic/Trans. Note no. 2018/Trans Cell/Traffic/Board Meeting, dated 07.03.2018 (SN-1).

Vide note referred above, wherein item 5(ii)(v) *regarding "Longer loops may be provided at an interval of 100 kms. limitation of 1 in 400 gradient in station yards to be reviewed* is marked to Civil Engineering(G) Directorate. The remarks on both items are as under :

A. *Provision of longer loops is not dealt by CE(G) directorate.*

B. *Regarding limitation of 1 in 400 gradient in station yards-The provision of IRSOD in this regard is as under :*

Note (d) of Para 2, Schedule-I, Chapter-II of IRSOD (S. No. 2)-
The powers of condonation for gradient steeper than the specified standard maximum gradient of 1 in 400 shall be as under :

(i) Steeper than 1 in 400 and upto 1 in 260 : Commissioner of Railway safety.

(ii) Steeper than 1 in 260 : Railway Board through CCRS.

Thus, the provision to allow gradient in station yard steeper than 1 in 400 already exists with adequate checks and balances in IRSOD-2004.

Submitted please.

ADE 25/3

DCE(G)
23.03.2018

EDCE(G)

EDCE/P

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

सं.2018/CEDO/SR/05

New Delhi, Dated 27.03.2018

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

The General
Manager, Western Railway,
Churchgate, Mumbai

विषय : Sanction for Introduction of operation of Broad gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension (Unique Transportation Code : 'DWGSCZAC', Maximum axle load 16.25t) manufactured by M/s ICF/Chennai to ICF layout Drawing No. WGSCZAC12-9-0-901. Alt.'d' upto maximum operational speed of 105 kmph.

संदर्भ : (i) N.Rly's letter no. 519-W/1133, dated 13.07.2016.
(ii) W.Rly's letter no. W 636/15/5/3/4(W3), dated 09/09/2016

Vide your letters referred above (as the case may be), CCRS has forwarded the case for Board's sanction with some observations/conditions (**copy enclosed**).

In view of above, Railways are requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 20.03.2018 (alongwith concerned CRS letter)

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e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Northern Railway, **Baroda House, New Delhi**.
2. PCE, Western Railway, **Churchgate, Mumbai**.
3. EDME / Traction CRJ, Bds

Office 4015/6/2018 S.No.1

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
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संख्या–क्यू.16011/01/2016–17–TW

दिनांक:20.03.2018

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

[ध्यानार्थ:EDCE(G)]

विषय: Sanction for Introduction of operation of Broad Gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and. secondary suspension (Unique Transportation Code: 'DWGSCZAC', Maximum axle load 16.25t) manufactured by M/s. ICF/Chennai to ICF layout Drawing no. WGSCZAC12-9-0-901, Alt.'d' upto maximum operational speed of 105 kmph

संदर्भ: (i) CRS/Northern Circle's (CRS/NC) letter No.Q-12(13)HPDMU/05-06/731-733, dated 04.11.2016.
(ii) This office's letter no. Q.18011/01/2016-17-TW, dated 17.11.2016 to CRS/NC.
(iii) CRS/NC's letter No.Q-12{13}HP DEMU/05-06/NC/Pt.I/1015, dated 01.03.2017.
(iv) This office's letter of even no. dated 14.03.2017 to CRS/NC.
(v) CRS/NC's letter No.Q-12{13}HP DEMU/05-06/NC/Pt.I, dated 13.02.2018.
(vi) CRS/Western Circle's (CRS/WC) letter no. 12-5/427/286, dated 05.04.2017.
(vii) CRS/Eastern Circle's (CRS/EC) letter no. 1020/DEMU/17/120/H, dated 26.05.2017.
(viii) RDSO's Final Speed Certificate No. MC/RLC/D, dated 27.01.2016 upto a maximum speed of 105 kmph on track maintained to other than C&M-I Vol.I standard followed by its Amendment No. 1 issued vide RDSO's letter no. MC/RLC/D, dated 25.05.2016.

Subject case, forwarded by CRS/NC (New Delhi), CRS/WC (Mumbai) & CRS/EC (Kolkata) vide letters mentioned under reference (i), (vi) & (vii) above, pertains to sanction for introduction of operation of BG Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP DEMU.

Northern & Western Railway have processed for operation of the rolling stock type mentioned in above subject up to the maximum speed of 105 kmph. East Central Railway has processed for operation of the subject rolling stock upto the maximum speed of 100 kmph on its BG sections. Operation of air conditioned chair car coach (self generating) 'DWGSCZAC' has been processed on the basis of Joint Safety certificates and concomitant Track & Bridge Certificates *annexed in respective Zonal Railways Administration's applications enclosed with CRSes letter nos. mentioned under reference* (i), (vi) & (vii) above and RDSO's Speed Certificate mentioned under reference (viii) above.

Correspondence for getting certain clarifications was done vide letters mentioned under reference (ii), (iii), (iv) and (v) above, the copy of which is also enclosed along with the case. CRS/Western also corresponded with Western Railway, the details of which are available in letter mentioned under reference (vi) above.

Case has been examined by this office and the same is forwarded for necessary action for running of subject rolling stock **up to the maximum speed of 105 (ONE HUNDRED FIVE) kmph** with following conditions/stipulations:

1. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
2. Observance of all the conditions laid down in RDSO's Final Speed Certificate No. MC/RLC/D dated 27.01.2016 followed by its Amendment No. 1 issued vide RDSO's letter no. MC/RLC/D, dated 25.05.2016 and Zonal Railways' Joint Safety Certificates & concomitant Track and Bridge Certificates enclosed with its applications sent along with their respective CRS's letters mentioned under reference (i), (vi) & (vii) above.
3. There is no infringement to any of the dimensions as per Indian Railways, SOD Revised 2004.
4. The occupancy of the coach shall strictly be 73 only. Additional passengers shall not be permitted due to limited air conditioning capacity.
5. The handle provided for removing the gasket of emergency window shall not be kept in the glass box and be provided as done for alarm chain pulling handle. The glass breaking in emergency may take time.
6. Railway should progressively provide arrangement for passengers to come out through emergency window/passage without jumping from the right.
7. These coaches will run in 8-car train formation as indicated in ICF Layout No. WGSCZAC12-9-0-901 Alt. 'd' in RDSO's Final Speed Certificate No. MC/RLC/D dated 27.01.2016. In light of this, RDSO's Final Speed Certificate No. MC/RLC/D dated 11.01.2010 [*which has been referred in CRS/EC's letter under reference (vii) above*], pertaining to running upto 20 coaches (*i.e. upto multiples of 5 units as 1 unit consisting of 4 coaches: one driving power car, 2 trailer car and one driving trailer coach*) MUST be amended/reviewed or a new speed certificate must be issued.

This letter issues with the approval of Chief Commissioner of Railway Safety.

20.07.2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: उपरोक्त ।

प्रतिलिपि–

रेल संरक्षा आयुक्त, उत्तर परिमंडल, दिल्ली–को उनके पत्र सं. Q-12(13)HP DEMU/05-06/NC/Pt.I, Dated 13.02.2018 के संदर्भ में

रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई–को उनके पत्र सं. 12-5/427/286, Dated 05.04.2017 तथा इस कार्यालय के समसंख्यक पत्र दिनांक 05.05.2017 के संदर्भ में

रेल संरक्षा आयुक्त, पूर्व परिमंडल, कोलकाता–को उनके पत्र सं. 1020/DEMU/17/120/H, Dated 26.05.2017 तथा इस कार्यालय के समसंख्यक पत्र दिनांक 04.07.2017 के संदर्भ में

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

सत्यमेव जयते

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

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

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

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

No. Q-12(13)HPDMU/05-06/NC/ 721-733 **Dt.** .10.2016
04.11.2016

The Secretary (Civil Engg.)
Railway Board
Rail Bhawan
NEW DELHI-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

Sub: Operation of Air Conditioned Chair Car (Self Generating) for BG 1400 Hp HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension manufactured by ICF/Chennai (Transportation Code DWGSCZAC) up to maximum operational speed of 105 kmph on track maintained to other than C&M-I, Vol.-I standard on UP & DN lines of Northern Railway

Ref: General Manager /Northern Railway's application No. 519-W/1133 dt.13.07.2016.

Vide above reference, Northern Railway has approached the Commission for forwarding the subject application to Secretary (Civil Engg.), Railway Board for according sanction for operations of Air Conditioned Chair Car (Self Generating) for BG 1400 hp HHP Diesel Electric Multiple Unit (DEMU) on UP & DN lines of Northern Railway.

Northern Railway's proposal has been examined and the same is forwarded herewith with the following conditions:

(i) Observance of all permanent and temporary speed restrictions already in force and / or those that may be imposed from time to time on various accounts.

(ii) Observance of all conditions laid down in RDSO's Final Speed Certificate No.MC/RLC/D dt. 27.01.2016 and Northern Railway's Joint Safety Certificate No.SLC/BG/22/2016 and concomitant Track and Bridge Certificates.

(iii) There is no infringement to any of the dimensions as per Indian Railways, SOD, Revised 2004.

Encl: As Above

6/10/2016
(SHAILESH KUMAR PATHAK)
COMMISSIONER OF RAILWAY SAFETY

Copy to: The General Manager, Northern Railway, Baroda House.

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

सं.2018/CEDO/SR/05

New Delhi, Dated 27.03.2018

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

The General Manager, Western Railway,
Churchgate, Mumbai

विषय : Sanction for Introduction of operation of Broad gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension (Unique Transportation Code : 'DWGSCZAC', Maximum axle load 16.25t) manufactured by M/s ICF/Chennai to ICF layout Drawing No. WGSCZAC12-9-0-901. Alt.'d' upto maximum operational speed of 105 kmph.

संदर्भ : (i) N.Rly's letter no. 519-W/1133, dated 13.07.2016.
(ii) W.Rly's letter no. W 636/15/5/3/4(W3), dated 09/09/2016

Vide your letters referred above (as the case may be), CCRS has forwarded the case for Board's sanction with some observations/conditions (**copy enclosed**).

In view of above, Railways are requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 20.03.2018 (alongwith concerned CRS letter)

अनिल कुमार
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Northern Railway, **Baroda House, New Delhi**.
2. PCE, Western Railway, **Churchgate, Mumbai**.
3. EDME/Traction CRly Bds

28/3/2018

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयुक्त)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
पश्चिम परिमंडल,
दूसरी मंजिल, चर्चगेट स्टेशन उप भवन,
एम. के. रोड, मुम्बई - ४०० ०२०.
टेली. फैक्स : ०२२-२२०३४३५१

Commissioner of Railway Safety,
Western Circle, Second floor,
Churchgate Stn. Bldg. Annexe,
M. K. Road, Mumbai - 400 020.
Tel. Fax : 022-22034351

No.12-5/427/286

Date: 05.04.2017

The Chief Commissioner of Railway Safety
Ashok Marg,
Lucknow.

Sub:- Introduction of Air Conditioned Chair Car Coaches (Self Generating) for BG 1400 HP DEMU up to maximum speed of 105 Kmph on BG sections of Western Railway.

Ref:- Western Railway Application No. W 636/15/5/3/4 (W3) dated 09.09.2016

Application received from Western Railway for first time sanction of BG Air Conditioned Chair Car Coach (Self Generating) (DWGSCZAC) for 1400 HP DEMU for operation up to maximum speed of 105 Kmph on BG sections of Western Railway alongwith enclosures and Inspection Report, duly recommended, is sent herewith for obtaining Central Government's sanction, subject to following conditions/ stipulations.

1. The occupancy of the coach shall strictly be 73 only. Additional passengers shall not be permitted due to limited air conditioning capacity.
2. The handle provided for removing the gasket of emergency window shall not be kept in the glass box and can be provided as done for alarm chain pulling handle. The glass breaking in emergency may take time.
3. Railway should progressively provide arrangement for passengers to come out through emergency window/ passage without jumping from the height.

(Sushil Chandra)
Commissioner of Railway Safety
Western Circle, Mumbai

Encls: 1. Western Railway's application addressed to Railway Board dated 09.09.2016 (two sets).
2. CRS/WC's Inspection Report of Rolling Stock dated 05.04.2017 (two sets).
3. Correspondence between the Western Railway and CRS W.Circle (two sets).

S.No 2

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

सं .2018/CEDO/SD/10 **New Delhi, Dated 23.03.2018**

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation of existing gradient of 1 in 103 & 1 in 157 both at Howrah end (steeper than 1 in 400) in the Talaburu Station Yard at Km. 337.867 (from Howrah) in between Jhinkpani and Kendposi Stations in connection with the construction of proposed 3rd line in Rajkharswan-Dongoaposi section of Chakradharpur Division of South Eastern Railway.

संदर्भ : SER's letter no. Works/AC/Gradient/CKP-Divn/Part-5, dated 29.12.2017.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Eastern Railway, **Garden Reach, Kolkata**.
2. ED(Works), Railway Board.

Sig. of issue 28/3/2018
Date of issue

O/C

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E.Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू.11019/10/2017–18–तoवि0

दिनांक: 20.03.2018

सेवा में,

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

विषय: Condonation of existing gradient of 1 in 103 & 1 in 157 both at Howrah end (steeper than 1 in 400) in the Talaburu station yard at Km. 337.867 (from Howrah) in between Jhinkpani and Kendposi stations in connection with the construction of proposed 3rd line in Rajkharswan-Dongaposi section of Chakrddharpur Division of South Eastern Railway.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या– 1743 दिनांक 05.03.2018

The above subjected case forwarded by Commissioner of Railway Safety, South Eastern Circle, Kolkata vide letter under reference is hereby forwarded for necessary action with the following conditions:

1. No shunting shall be allowed unless sufficient number of brakes are put on and all precautions are taken to prevent vehicles getting out of control and a live locomotive is attached towards the falling side of the gradient as specified in para 5.20 of G&SR.
2. Shunting shall be supervised by person as specified in para 5.13 & 5.14 of G&SR.
3. While shunting, it shall be ensured that visibility is clear and weather is fair.
4. Hand and lose shunting is strictly prohibited.
5. Stabling of vehicles on non-isolated lines of the yard is not permitted without live engine attached and proper securing of vehicle.
6. During attachment and detachment of Locomotive, Wagon of the train shall be properly secured.
7. The yard gradient shall be prominently displayed in yard diagram available in SM's room/Operating Pane/VDU.
8. Locomotive attachment and detachment, if unavoidable, shall be done after securing at least 20 wagons and providing sufficient number of skids and ensuring no train in block section.
9. Yard gradient shall be jointly measured every six months and recorded.

This issues with the approval of Chief Commissioner of Railway Safety.

20/03/2018

(इन्दु रानी दुबे)
उप रेल संरक्षा आयुक्त (परिचालन)

संलग्नक: उपरोक्त ।

प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता ।

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

सं. 2018/CEDO/SR/03 **New Delhi, Dated 22.03.2018**

The General Manager,
Western Railway.

विषय : Running of Broad Gauge New Milk Tank Van on ICF all coil bogie fitted with bogie mounted brake system to RITES's General Arrangement Drawing No. RSD-6410-053 (Alt 5) up to a maximum speed of 105 kmph in loaded and 110 Kmph in empty condition on BG sections of Western Railway.

संदर्भ : WR's letter no. W636/15/2/3/1 (W3), dated 02.01.2018

With reference to the above referred application, sent through Chief commissioner of Railway safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of Broad Gauge New Milk Tank Van [Unique Transportation Code: 'VVNH1', Maximum Axle Load 20.32t and 44,660 litres capacity] on ICF all coil bogie fitted with bogie mounted brake system to RITES's General Arrangement Drawing No. RSD-6410-053 (Alt 5) up to a maximum speed of 105 kmph in loaded and 110 Kmph in empty condition on BG sections of Western Railway, subject to terms & conditions as given in WR's Joint Safety Certificate No. JSC/01/2018 with Track Certificate No. TC/01/2018, Bridge Certificate No. BC/01/2018, RDSO's two Final Speed Certificates No. (same no.) MC/MT, dated 16.01.2017 and other certificate accompanying above referred letter, with the following stipulations :

(i) Observance of all permanent and temporary speed restrictions as notified from time to time including those additional restrictions as specified by the Western Railway in Joint Safety Certificate No. JSC/01/2018 and Track Certificate No. TC/01/2018.

(ii) Ensuring compliance of all conditions and stipulations as mentioned in Joint Safety Certificate No. JSC/01/2018 and Track Certificate No. TC/01/2018 and Bridge Certificate No. BC/01/2018, OHE Certificate No. EL-94/15/1 (Speed Enhancement) Dec/02, dated 27.12.2017 and Track Worthiness Certificate.

(iii) Ensuring compliance of all conditions/ stipulations as mentioned in two RDSO's final speed certificate no. MC/MT dated 16.01.2017 for track maintained C&M-I Volume-I standard and track maintained other than C&M-I Volume-I standard. The copies of the RDSO's Speed Certificates and Railway Board's letter shall be sent to the Divisional office and coaching depots for strict compliance.

(iv) The maximum speed will be restricted to 105 kmph if this rolling stock runs on track maintained to Other than C&M-I Vol.-I. *In loaded condition, this rolling stock shall not be attached to those passengers carrying train having maximum speed of 110 kmph and more.*

(v) Maintenance of this rolling stock shall be carried out as done for coaching vehicles.

(vi) Height of OHE contact wire shall not be less than 4525mm.This shall be ensured by TRD and Engineering officials of the division.

(vii) Adequate powering shall be ensured.

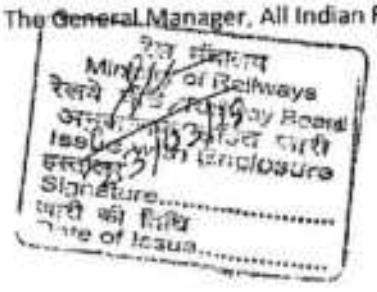
Prem Sagar 22/3

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SR/03 **New Delhi, Dated 22.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/19/2017-18-T.W., dated. 20.03.2018.
2. The General Manager, All Indian Railways(except WR)



3. Director General/RDSO.
4. The Commissioner of Railway Safety, All Circles.

Prem Sagar
22/3
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/09 **New Delhi, Dated 21.03.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary condonation** (upto July-2018) for vertical infringement to IRSOD-2004, Schedule-II, Item 12(ii) due to less vertical clearance of 220 kv Over head Power Line crossing at Location Km 136/8-9 between Satrod- Hisar stations and at location 03/7-8 between Satrod and Raipur Haryana stations in Manheru-Hisar section of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 08.03.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary condonation** (upto July-2018) for vertical infringement to IRSOD-2004, Schedule-II, Item 12(ii) due to less vertical clearance of 220 kv Over head Power Line crossing at Location Km 136/8-9 between Satrod- Hisar stations and at location 03/7-8 between Satrod and Raipur Haryana stations in Manheru-Hisar section of Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements i.e. *IRSOD Schedule-II, Item 12(ii) – Available clearance 4.69m instead of 5.5mmm → infringement of 810mm,* subject to stipulations as under :

(i) Running of electric locomotive shall not be permitted under these overhead crossings as soon as ambient temperature reaches 46 degree C. Railway shall set up suitable mechanism to ensure compliance of above.

(ii) Raising of Track shall not be permitted at these locations.

(iii) Special Engineering Boards shall be provided at this location indicating less vertical clearance.

(iv) North Western Railway Administration to ensure that the rolling stock exceeding the height of 4420mm shall not be permitted in this section.

(v) Measurement of vertical clearance shall be done every month by Railway officials with traceability of records till infringements are removed. PCEE/NWR shall ensure.

(vi) The span of OHE under the Over Head Crossing shall be reduced to 36 meter.

(vii) Speed restriction of 30 Kmph shall be observed at this location till infringements removed.This restriction will be applicable to all types of locomotives only when OHE is charged.

(viii) The sanction for condonation shall be valid for only till July, 2018 and the infringements shall be removed by this date.

(ix) Infringement shall be entered in Infringement register by Bikaner Division.

Prem Sagar
21.3.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 [CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/09 **New Delhi, Dated 21.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/19/2017-18-T.W., dated. 20.03.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1536 dated 19.03.2018.

Prem Sagar
(प्रेम सागर गुप्ता) 21/3/18
संयुक्त निदेशक, रेलवे बोर्ड

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

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

सं. 2018/CEDO/SD/08 **New Delhi, Dated 21.03.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter II, Item 10 note(iii), of Road Over Bridge from Rail Level at Location 143/0-1 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 08.03.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter II, Item 10 note(iii), of Road Over Bridge from Rail Level at Location 143/0-1 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements i.e. IRSOD Schedule-I, Chapter II, Item 10 note(iii) (Height of overhead structures)- Available clearance varies from 5030mm to 5150mm instead of 5270mm → infringement of 240mm to 120mm, subject to stipulations as under :

(i) Material Modification of the work is done on urgent basis and infringement shall be removed within a year i.e. upto March' 2019.

(ii) OHE shall be provided only on line no. 1, 4, 5, & 6 under this ROB till height of ROB is brought to prescribed standard.

(iii) The height of contact wire OHE in this case will be 4.69 meter as against required 4.80 meter as per IRSOD.

(iv) Raising of Track shall not be permitted at these locations.

(v) Special Engineering Board's shall be provided at this location indicating less vertical clearance.

(vi) North Western Railway Administration to ensure that the rolling stock exceeding the height of 4420mm shall not be permitted in this section.

(vii) Measurement of vertical clearance shall be done every month by Railway officials with traceability of records till infringements are removed. PCEE/NWR shall ensure.

(viii) Speed restriction of 30 Kmph shall be observed at this location till infringements removed.

(ix) Infringement shall be entered in Infringement register.

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/08 **New Delhi, Dated 21.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/17/2017-18-T.W., dated. 16.03.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1527 dated 16.03.2018.

21.3.18
(प्रेम सागर गुप्ता)
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. 2018/CEDO/SD/07

New Delhi, Dated 21.03.2018

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary condonation** (upto December-2018) for vertical infringement to IRSOD-Schedule-I, Chapter II, Item 10 note(iii) of Foot Over Bridge from Rail Level at Location 142/5-6 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 08.03.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary condonation** (upto December-2018) for vertical infringement to IRSOD- Schedule-I, Chapter II, Item 10 note(iii) of Foot Over Bridge from Rail Level at Location 142/5-6 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements i.e. IRSOD Schedule-I, Chapter II, Item 10 note(iii) (Height of overhead structures) – available clearance varies from 4780mm to 5350mm instead of 6250mm → infringement of 1470mm to 900mm, subject to stipulations as under :

(i) OHE shall be provided only on line no. 2, 3, & 6 under this FOB till height of FOB is brought to prescribed standard.
(ii) The height of contact wire OHE in this case will be 4.69 meter as against required 4.80 meter as per IRSOD.
(iii) Raising of Track shall not be permitted at these locations.
(iv) Special Engineering Board's shall be provided at this location indicating less vertical clearance.
(v) North Western Railway Administration to ensure that the rolling stock exceeding the height of 4420mm shall not be permitted in this section.
(vi) Measurement of vertical clearance shall be done every month by Railway officials with traceability of records till infringements are removed. PCEE/NWR shall ensure.
(vii) The span of OHE under the FOB shall be reduced to 36 meter.
(viii) Speed restriction of 30 Kmph shall be observed at this location till infringements removed.
(ix) The sanction for condonation shall be valid for only till December, 2018 and the infringements shall be removed by this date.
(x) Infringement shall be entered in infringement register.

Prem Sagar
21.3.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/रिसर्च इंजीनियरिंग(सी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/07

New Delhi, Dated 21.03.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/18/2017-18-T.W., dated. 16.03.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1528 dated 14.03.2018.

Prem Sagar
21.3.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

S.No.3

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

सं.2018/CEDO/SD/08 **New Delhi, Dated 19.03.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 10(c)(ii) note(c) (ACS-22) of Road Over Bridge from Rail Level at Location 140/0-1 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 08.03.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

Prem Sagar
19.3.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway Jaipur.
2. ED/RE & ED(Works), Railway Board.

20/03/18

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू.11020/17/2017–18–तo वि0

दिनांक 16.03.2018

सेवा में,

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

विषय: Condonation of infringement of reduced vertical clearance of Road Over Bridge from Rail Level at Location 143/0-1 at Hisar station in terms of Para 10(c)(ii) note (b),Chapter-1 of Schedule-I of IR SOD (ACS-22) in Manheru-Hisar section of Bikaner Division of NWR.

संदर्भ: रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई का पत्र संख्या–221/1527 दि. 14.03.2018

The above subjected case of Western Railway is received from the Commissioner of Railway Safety, Western Circle, Mumbai vide letter under reference. It is noticed that -

1. The work was sanctioned in 2012 but apparently no action has been initiated to remove the infringement. Even application for infringement is initiated on 08.03.2018 mentioning that line is to be opened in March'18 itself.
2. Thus, it appears that, at the first place, Railway did not make any attempt to remove the infringement and thereafter undue urgency is created by Railways for getting condonation forwarded.
3. It is emphasised that Schedule of dimensions (SOD) is aimed at providing the required clearance/dimensions with a view to ensure safety in train operation. Every infringement to SOD involves the violation of safety zone which should be avoided of by Railways and condonation should be the last resort.

However, in view of the urgency explained by the Railways and over all national interest by utilising the created assets, the case is hereby forwarded, with the endorsement of Commission of Railway Safety, *for necessary action subject to the following conditions:-*

1. Material Modification of the work is done on urgent basis and infringement shall be removed with a year i.e. upto March'19.
2. Conditions (a) to (g), as mentioned in CRS/WC letter under reference shall be complied with.
3. Infringements shall be recorded in SOD infringement register.
4. Infringements shall be removed by 31.03.2019. The sanction of condonation shall be valid only upto 31.03.2019.

This issues with the approval of Chief commissioner of Railway Safety.

ADE/CEDO

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सा.)
कृते मुख्य रेल संरक्षा आयुक्त

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई ।

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयुक्त)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
पश्चिम परिमंडल,
दूसरी मंजिल, चर्चगेट स्टेशन उप भवन,
एम. के. रोड, मुम्बई - ४०० ०२०.
टेली. फैक्स : ०२२-२२०३४३५१

Commissioner of Railway Safety,
Western Circle, Second floor,
Churchgate Stn. Bldg. Annexe,
M. K. Road, Mumbai - 400 020.
Tel. Fax : 022-22034351

No. 221/1527

14.03.2018

The Chief Commissioner of Railway Safety
Ashok Marg
Lucknow

Sub: Condonation of infringement of reduced vertical clearance of Road Over Bridge from Rail Level at location 143/0-1 at Hisar station in terms of Para 10(c)(ii) note(b), Chapter 1 of Schedule-I of IR SOD (Revised)-2004 (BG) (ACS no.22) in Manheru-Hisar section of Bikaner Division of North Western Railway.

Ref: GM(W) NWR's letter No.EL/591/2 dated 08.03.2018 received on 13.3.2018.

Please find enclosed herewith North Western Railway's above referred letter dated 08.03.2018 along with its enclosures and correspondence in duplicate duly recommended for obtaining Central Government's sanction. The recommendation is subject to following stipulations:

(a) OHE shall be provided only on line no. 1,4,5 & 6 under this ROB till height of FOB is brought to prescribed standard.

(b) It is noted from the proposal that the height of contact wire of OHE in this case will be 4.69 meter as against minimum required 4.80 meter as per IRSOD.

(c) Raising of Track shall not be permitted at these locations.

(d) Special Engineering Boards shall be provided at these locations indicating less vertical clearance.

(e) North Western Railway Administration to ensure that the rolling stock exceeding the height of 4420 mm shall not be permitted in this section.

(f) Measurement of vertical clearance shall be done every three month by Railway officials with traceability of records till infringements are removed. PCEE NWR shall ensure.

(g) Speed restriction of 30 Kmph shall be observed at this location till infringements removed.

(h) The sanction for condonation shall be valid only for two years from the date of issue of sanction by the Railway Board. The railway shall remove the infringement within two years.

(i) Infringement shall be entered in Infringement Register.

(Sushil Chandra)
Commissioner of Railway Safety
Western Circle, Mumbai

Encl: Application with relevant documents (In Duplicate)

S.No.3

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

सं.2018/CEDO/SD/07 **New Delhi, Dated 19.03.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary condonation** (upto December-2018) for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 10(c)(i) note(b) (ACS-22) of Foot Over Bridge from Rail Level at Location 142/5-6 at Hisar station in Manheru-Hisar section of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 08.03.2018.

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**.

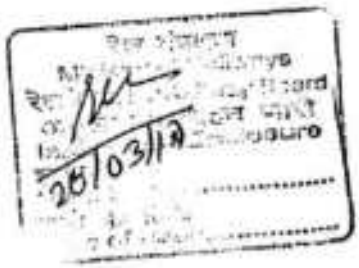
In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

Prem Sagar
19.3.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL), 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

10/C

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway **Jaipur**.
2. ED/RE & ED(Works), Railway Board.



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&
N.E.Rly. 31-140, N.Rly. 23-2
फैक्स/Fax-0522-2233095, 22330
E-mail : chiefcom@rediffmail.co

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

1020/18/2017-18-तoवि0

दिनांक 16.03.2018

सेवा में,

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

विषय: Temporary condonation (upto December-2018) of infringement of reduced vertical clearance of Foot Over Bridge from Rail Level at Location 142/5-6 at Hisar station in terms of Para 10(c)(ii) note (b), Chapter-1 of Schedule-I of IR SOD (ACS-22) in Manheru-Hisar section of Bikaner Division of NWR.

संदर्भ: रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई का पत्र संख्या-221/1528 दि. 14.03.2018

The above subjected case of Western Railway is received from the Commissioner of Railway Safety, Western Circle, Mumbai vide letter under reference. It is submitted that -

1. The work was sanctioned in 2012 but apparently no action has been initiated to remove the infringement. Even application for infringement is initiated on 08.03.2018 mentioning that line is to be opened in March'18 itself.
2. Thus, it appears that, at the first place, Railway did not make any attempt to remove the infringement and thereafter undue urgency is created by Railways for getting condonation forwarded.
3. It is emphasised that Schedule of dimensions (SOD) is aimed at providing the required clearance/dimensions with a view to ensure safety in train operation. Every infringement to SOD involves the violation of safety zone which should be avoided of by Railways and condonation should be the last resort.

However, in view of the urgency explained by the Railways, utilisation of the created assets and over all national interest, the case is hereby forwarded, with the endorsement of Commission of Railway Safety, for necessary action subject to the conditions mentioned in the referenced letter of CRS/Western circle.

This issues with the approval of Chief commissioner of Railway Safety.

AOE/
LEDD

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सा.)
कृते मुख्य रेल संरक्षा आयुक्त

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित- रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई ।

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयुक्त)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
पश्चिम परिमंडल,
दूसरी मंजिल, चर्चगेट स्टेशन अप भवन,
एम. के. रोड, मुम्बई - ४०० ०२०.
टेली. फैक्स : ०२२-२२०३४३५१

Commissioner of Railway Safety
Western Circle, Second floor,
Churchgate Stn. Bldg. Annexe,
M. K. Road, Mumbai - 400 020.
Tel. Fax : 022-22034351

No. 221/1528

Date: 14.03.2018

The Chief Commissioner of Railway Safety
Ashok Marg,
Lucknow.

Sub: Temporary condonation of infringement of reduced vertical clearance of Foot Over Bridge from Rail Level at location 142/5-6 at Hisar station in terms of Para 10(c)(ii) note (b), Chapter-1 of Schedule-I of IR SOD (Revised)-2004 (BG) (ACS. no.22) in Manheru- Hisar section of Bikaner Division of North Western Railway.

Ref: GM(W) NWR letter No. EL/591/2 dated 08.03.2018 received on 13.3.2018.

Please find enclosed herewith North Western Railway's above referred letter along with its enclosures and correspondence in duplicate duly recommended for obtaining Central Government's sanction. The recommendation is subject to following stipulations:

(a) OHE shall be provided only on line no. 2, 3 & 6 under this FOB till height of FOB is brought to prescribed standard.

(b) It is noted from the proposal that the height of contact wire of OHE in this case will be 4.69 meter as against minimum required 4.80 meter as per IRSOD.

(c) Raising of Track shall not be permitted at these locations.

(d) Special Engineering Boards shall be provided at this location indicating less vertical clearance.

(e) North Western Railway Administration to ensure that the rolling stock exceeding the height of 4420 mm shall not be permitted in this section.

(f) Measurement of vertical clearance shall be done every month by Railway officials with traceability of records till infringements are removed. PCEE NWR shall ensure.

(g) The span of OHE under the FOB shall be reduced to 36 meter.

(h) Speed restriction of 30 Kmph shall be observed at this location till infringements removed.

(i) The sanction for condonation shall be valid for only till December, 2018 and the infringements shall be removed by this date.

(j) Infringement shall be entered in Infringement Register.

(Sushil Chandra)
Commissioner of Railway Safety
Western Circle, Mumbai

Encl: Application with relevant documents (In Duplicate)

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

सं. 2017/CEDO/SR/15 **New Delhi, Dated 14.03.2018**

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

विषय : Running of BG Bogie Covered wagon type **'BCNHL'** with 22.9T loading at a maximum speed of 60 Kmph in loaded and 70 Kmph in Empty condition on BG section **Northern Railway.**

संदर्भ : Northern Rly's letter no. 519-W/960, dated 18.01.2013.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Covered wagon type **'BCNHL'** with 22.9T loading at a maximum speed of 60 Kmph in loaded and 70 Kmph in Empty condition on BG section **Northern Railway**, subject to terms and conditions as given in N.Rly's Joint Safety Certificate No. SLC/BG/79/2012, dated 25.04.2012, Track Certificate dated 25.04.2012, Bridge Certificate dated 13.03.2012, RDSO's Final Maximum Permissible Speed Certificates No. MW/SPD/ BG/BCNHL/22.9t, dated 04.10.2011 and other certificate accompanying above referred letter with the following stipulations :

(i) *Improvement to track structure, formation, bridges to be accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8+2 traffic preferably within two years of sanction or maximum three years of sanction by ensuring adequate maintenance blocks, movement of material trains and Engineering Time Allowance for execution.*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running CC+8+2 traffic should be wiped out on priority within a maximum of one year by ensuring adequate maintenance blocks and Engineering Time Allowance.*

(iv) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(v) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to strict compliance to conditions stipulated in Board's JPO no. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overloaded wagons is resorted to, minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".*

Prem Sagar

(vi) *WILDs should be installed within 15-50 km before all TXR examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall be detached without fail as laid down in Railway Board's JPO No. 2002/M(N)/960/1 Pt dated 29.07.08.*

(vii) *Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.*

(viii) *Railway should ensure installation of way side lubricators as per provision of IR P Way Manual in a time bound manner and complete it within maximum two years.*

(ix) *No overdue in track/rolling stock maintenance should be permitted.*

(x) *Separate maintenance regime to be legislated for higher axle load route.*

(xi) *Adequate number of WILD and 'weigh bridges' shall be progressively installed and their working closely monitored.*

(xii) *A detailed guidelines for operation of higher axle load train shall be issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc).*

(xiii) *'Measuring wheels' shall be procured and trials be conducted to measure lateral forces.*

(xiv) *Double distant signals shall be progressively provided in view of higher NBD/EBD.*

(xv) *Traction power supply shall be augmented to cater for additional load.*

Prem Sagar
14.3.18

o/c

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

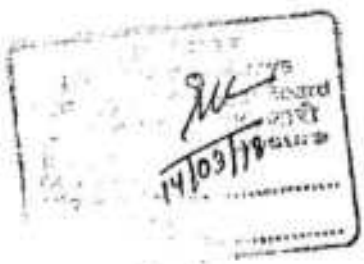
सं- 2017/CEDO/SR/15 **New Delhi, Dated 14.03.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. M. 15014/01/2017-18-T.W., dated 24.05.2017.
2. The General Managers, All Indian Railways (except NR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

Prem Sagar
14.3.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

सं- 2001/CEDO/SD/09 (Duplicate) **New Delhi, Dated 12.03.2018**

The General Manager,
South Western Railway

विषय : Hassan-Manglore Section –Enhancement of line capacity.

संदर्भ : (i) SWR's letter no. W.GC/347/BNC/ASK-HAS-MAQ, dt. 14.08.2014.
(ii) RB's letter no. 2001/CEDO/SD/09(Duplicate), dated 20.12.2017.
(iii) CCRS's letter no. R.110011/01/2008-T.W., dated 08.02.2018.

South Western Railway has proposed modification in "Note 2 of Question No. 46 of Form-XV, The Railways (Opening for Public Carriage of Passengers) Rule-2000 along with amendment 2001 and 2005" vide their letter no W.GC/347/BNC/ASK-HAS-MAQ, dated 14.08.2014 followed by reminders/clarifications/comments vide their letters dated 11.11.2016, 30.08.2017, 03.11.2017 & 12.12.2017. The modification was proposed to allow crossing of trains at Kadagarwalli and Yedakumari stations and commissioning of new crossing station at Arebetta of Hassan-Manglore section of South Western Railway.

2. Commission of Railway Safety was requested to offer their considered view on the modification proposed by SWR vide Board's letter dated 20.12.2017 (Annexure-I).

3. CCRS vide their letter dated 05.02.2018 (Annexure-II) has not agreed to the proposed amendment and offered their remarks as under :-

"The subject proposal is not agreed to and the existing practice of seeking condonation / sanction of the competent authority on case to case basis should continue without bringing an amendment in the rules for opening".

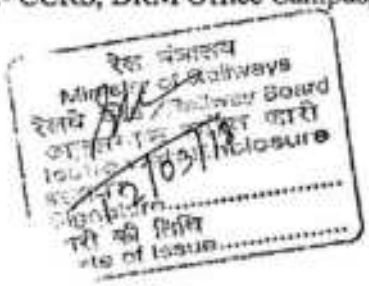
4. Board (ME) has accordingly approved to continue with the present practice.

5. SWR may therefore take further necessary action in this regard.

Encl: Copy of Annexure I & II.

Prem Sagar
12.3.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]

Copy to:- CCRS, DRM Office Campus, 16 Ashok Marg, LKO-1 for information please.



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

2001/CEDO/SD/09 (Duplicate) **New Delhi, Dated 20.12.2017**

The Chief Commissioner of Railway Safety,
Office compound of DRM/NER,
Ashok Marg, Lucknow.

Ministry of Railways
Issued with 22 Enclosure
Signature
Date of Issue

Sub: Amendment to "The Railways (Opening for Public Carriage of Passengers) Rule-2000, amendment 2001 and 2005"; **Provision of Catch/Slip siding.**

Ref.: CCRS's Office Letter No. R.11011/01/2008-T.W., dated 17.03.09 (enclosed)

Your kind attention is drawn to the Commission's letter referred to above in which Commission has given his considered views on the subject.

2. In order to rationalise the requirement of catch/slip siding mentioned in the @Note 2 of Question No. 46 (Form-XV) of "The Railways (Opening for Public Carriage of Passengers) Rule-2000 along with amendment 2001 and 2005", an amendment is proposed. The existing and proposed provision is given in juxtaposition as under:

Existing @ Note 2 : Any station situated in the immediate neighbourhood of an incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station, a catch siding in the former case, and slip siding in the later case, should be provided, if necessary, in a suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnote marked *1 and 2 the definition of the station yard as given in item 2 of Chapter II of Schedule of Dimensions shall apply."
Proposed @ Note 2 : Any station situated in the immediate neighbourhood of an incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station, a catch siding in the former case, and slip siding in the later case, should be provided, in a suitable position. However, in unavoidable conditions, any station situated in the immediate neighbourhood of the incline steeper than 1 in 80 and upto 1 in 60 falling towards the station, provision of catch siding may be dispensed with. All such proposals regarding dispensation of provision of catch sidings for grade steeper than 1 in 80 and upto 1 in 60 shall be routed through Commissioner of Railway safety, and conditions for these would interalia, include; ➢ All the locomotives running in the section are fitted with properly working dynamic brakes and AEB conforming to RDSO instruction in the subject (Instruction bulletin No. MP.IB.EC.01.02.08 dated 08.01.2008 issued by Motive Power directorate subsequently) ➢ Before entering the ghat section, it has to be ensured that AEB is in working order. There should be a provision of on-line test of dynamic brakes and AEB of the locomotives in the block section preceding the station from where ghat section begins. Railway should lay down a procedure for carrying out such tests and maintain suitable records. ➢ It shall be ensured that AEB is activated at a specified location at the beginning of the ghat for a speed which is 10% higher than the maximum permissible speed of the ghat section. Further, it has to be ensured that AEB cannot be deactivated until the train reaches a specified location at the bottom of the ghat section. ➢ Only air brake rolling stocks are permitted in the section. Locomotive and trains should be provided with composition brake blocks. ➢ The Brake power is checked by SSE/JE(C&W) before the train enters the Ghat section. The

brake power percentage is to be laid down by railway administration.

- The train, load and sectional details shall be submitted to RDSO and the operation shall be simulated theoretically by Motive Power Directorate to indicate the maximum permissible speed down the ghat for a particular set of locomotives and train. This calculated speed is only the upper limit and is not the maximum permissible speed by itself. Intensive controllability trials, based on the speed certificates issued by RDSO, shall be carried out to determine the maximum speed of operation for a particular train and locomotives, which in any case shall not exceed the theoretically determined speed.

- Special emphasis shall be made during the controllability trial to consider and evaluate aspects like overheating of wheels, excessive drop of BP, etc. In any case, BP shall not be allowed to drop more than 1kg/sq.cm. with occasional peaks of 1½kg/sq.cm. at any stage.

- It shall also be ensured that the emergency breaking distance is adequate with respect to the signal visibility and inter-signalling distances as existing at site. In case of passenger carrying trains, it is desirable that the locomotives (independent brake) be capable of holding the train on running gradient of the section.

- Under no circumstance a train should be worked on the Ghat without double heading of the locomotives so that dynamic braking is reliable. The maximum speed of train should be decided by considering dynamic brake power of one locomotive lesser than the total locomotives hauling the train.

- Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in co-ordination with leading locos.

- This relaxation of non provision of catch siding is meant for non electrified routes, as no trials of AEB have been done for Electric locomotives.

The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through.

"For the purpose of footnote marked *Note 1 and @Note 2, the definition of the station yard as given in the item 2 of Chapter II of Schedule of Dimensions shall apply."

3. In the above proposed @Note 2,

(a) Commission's view that "Provision of standard and duly RDSO approved braking devices including AEB & ODB in all the locomotives working the train in working condition duly certified by a senior supervisor of the Railway just before start of graded section", has been modified on the recommendation of RDSO as "Before entering the ghat section, it has to be ensured that AEB is in working order. There should be a provision of online test of dynamic brakes and AEB of the locomotives in the block section preceding the station from which ghat section begins. Railway should lay down a procedure for carrying out such tests and maintain suitable records" and included in proposed @Note 2.

(b) Commission's view that "All trains freight as well as passenger carrying ones to have twin pipe continuous air brake system" has not been included in proposed @Note 2 above, as in twin pipe system only the brake pipe plays role in braking. The second pipe i.e. feed pipe only helps in quick release of brakes to reduce detention. In single pipe as well as twin pipe system, emergency braking distance remains the same. Hence, mandatory availability of twin pipe system is not related to safety.

4. The final considered views of the Commission are requested on the proposed amendment as mentioned above.

21-12-17

(Alok Ranjan)
Additional Member (CE)
Railway Board

Encls: as above

Copy to:

i. GM/SWR- w.r.t. SWR's letter No. SWR/W-439/SKLR-SBHR/Relaxation dt 30.08.2017

ii. DG/RDSO - w.r.t. RDSO's letter No. CT/CS&SS dt 17.10.2017

SN-36 V/158
1 of 3

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भारत सरकार
नागर विमानन मंत्रालय
(रेल सेफ्टी आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ-226 001
Ashok Marg, Lucknow- 226 001

No. R. 11011/01/2008-TW

Dated : 17.03.2009

To

The Additional Member(Civil Engineering)
Ministry of Railways
Railway Board
New Delhi

Subject : Amendment to "The Railways Opening for Public Carriage of Passengers Rules, 2000" Provision of Catch/Slip siding.

Reference : Railway Board's letter No. 2001/CEDO/SD/(Part), dated 02.02.09

Your attention is drawn to the Board's letter referred to above in which Commission's view on the subject where solicited.

The subject has been examined by the Commission, the view of the Commission are given in juxtaposition to the existing and proposed amendment listed vide reference above.

Existing	Proposed	Commission's View
*Note 1: No station should be constructed nor should any siding join a passenger line on a steeper 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 Sidings or other arrangements is made, sufficient to prevent accidents.	*Note 1: No station should be constructed nor should any siding join a passenger line on a steeper gradient than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board. Arrangement of a Slip Siding or other means may be made, if necessary, sufficient to prevent accidents.	It is in the interest of safety of train operation that such proposals are routed through Commission of Railway Safety. Therefore, proposed Amendment is not agreed to and the existing Note to continue.
@Note 2: Any station situated in the immediate neighborhood of an incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station a catch siding in the former case and a slip siding	@Note 2: Any station situated in the immediate neighborhood of an incline steeper than 1 in 50 falling towards the station and/or falling away from the station a catch siding in the former case and a slip siding in the later case may be provided if necessary, in a suitable position.	All proposals regarding provision of catch sidings for grade steeper than 1 in 80 (upto 1 in 37) should be routed through Commission of Railway Safety and conditions for these would inter alia, include;

In the later case, should be provided, if necessary, in a suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnotes marked* 1 and 2 the definition of a station yard as given in item 2 of Chapter II of Schedule of Dimensions shall apply."	However, where a device is not provided to control the speed of train as approved by an authority appointed by Railway Board, on a incline greater than 1 in 37, if necessary, falling towards the station and/or falling away from the station, a catch siding in the former case and a slip siding in the later case, is to be provided. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnotes marked* 1 and 2 the definition of a station yard as given in item 2 of Chapter II of Schedule of Dimensions shall apply.".	- provision of standard and duly RDSO approved braking devices including AEB & ODB in all the locomotives working the train in working condition duly certified by a senior supervisor of the Railway just before start of graded section. - All trains freight as well as passenger carrying ones to have twin pipe continuous air brake system. - Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in coordination with leading locos. Note : This existing provision for slip siding needs modification as discussed are considered essential.

(R.P. Agrawal)
Chief Commissioner of Railway Safety

Copy to :

1. D.G/RDSO for information
2. Advisor(Safety), Railway Board for information & necessary action

शैलेश कुमार पाठक
Shailesh Kumar Pathak

मुख्य आयुक्त रेल संरक्षा
Chief Commissioner of Railway Safety
नागर विमानन मंत्रालय
Ministry of Civil Aviation
रेल संरक्षा आयोग
(Commission of Railway Safety)
भारत सरकार
Government of India

No. R.110011/01/2008-T.W.

Dated: 08.02.2018

The Chairman Railway Board
Ministry of Railways
Railway Board
New Delhi-110001

Sub: Amendment to "The Railways (Opening for Public Carriage of Passengers) Rule-2000, amendment 2001 and 2005", **Provision of Catch/Slip siding.**

Ref.: AM(CE)RB letter no. 2001/CEDO/SD/09 (Duplicate) Dt. 20.12.2017

Please refer to your above mentioned letter in which the final considered view of the Commission was sought regarding amendment in The Railways (Opening for Public Carriage of Passengers) Rule-2001 along with amendment of 2001 and 2005 in order to rationalise the requirement of catch/slip siding as mentioned in @Note 2 of Question No. 46 (Form XV). The matter has been examined and the observations of the Commission are as under:

1. Even on date, sanction of the competent authority for train operations has been given with certain stipulations on sections of IR having gradient as steep as 1 in 37. Hence, it is considered prudent that the Railway should approach the Commission for a case to case sanction of the competent authority which would be examined keeping in mind the terrain and other conditions existing at those locations.

2. The experience of the Commission in the past has shown that the general conditions / stipulations as given by the Commission / RDSO speed certificate are seldom observed in its true spirit. So, it is felt that conditions which are stipulated in individual sanction will have a better chance of implementation.

3. Amendment has been proposed only with reference to Diesel traction with conditions which are technology driven and these conditions may become irrelevant in future on introduction of electric traction or with improvement in existing technology.

In view of aforesaid, the subject proposal is not agreed to and the existing practice of seeking condonation / sanction of the competent authority on case to case basis should continue without bringing an amendment in the rules for opening.

However, existing stipulations on steep gradient sections if considered too restrictive or limiting the line capacity, then these cases may be referred to the competent authority through the Commission of Railway Safety for relaxation. Such cases will be positively examined in light of RDSO trial certificates, improvement done in braking system of locomotive, station layouts, gradient, communication between locomotives and other conditions considered necessary for that section.

(S K Pathak)
Chief Commissioner of Railway Safety

पूर्वोत्तर रेलवे, मं. रे., प्र. कार्यालय परिसर 16, अशोक मार्ग, लखनऊ-226001
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N. E. Railway, DRM Office Campus, 16-Ashok Marg, Lucknow-226001

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

सं.-2017/CEDO/SD/IRSOD/O/ACS-83rd TSC

New Delhi, Dated 08.03.2018

The Director General/Track
R.D.S.O.,
Manak Nagar, Lucknow.

विषय : Addendum & Corrigendum Slip (ACS) to IRSOD (BG), Revised-2004.

संदर्भ : RDSO's letters no. CT/SD/Rev./BG/MG, dated 16.08.2017 & 24.11.2017.

Vide letters referred above, RDSO has submitted Draft Addendum & Corrigendum slip to IRSOD, alongwith juxtaposition and justification of all items.

On the basis of above, the comprehensive draft Addendum & Corrigendum Slip for amendment to Para 1, note(b) under Para 8(ii), 16 & 17 of Chapter-I and Para1, note of Para 4, 5, & 6, note(d) of Para 11(A), note(c) of Para 11(B), note(d) of Para 11(B) of Chapter-II and Para 24, 25 & 31 of Chapter- IV(A) and Para 11 & 17 of Chapter- IV(C) of Schedule-I of Indian Railways Schedule of Dimension (BG), Revised, 2004 has been prepared in Board (copy enclosed). Modification done in Board's office shown in red colour.

One more issue of lesser center to centre distance between track in approaches of Tunnels, ROB/Flyover, through & semi through grider bridge needs to be examined, because despite requirement of lesser track centre in these structures as per item 13(i) & ACS-18, Railway has to seek condonation for lesser track centre in the approaches.

In view of above, RDSO is requested again to examine the above issue and send the comprehensive draft Addendum & Corrigendum Slip, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598(Rly.); 011-23047598 (MTNL)]

Copy to : ED/Track-1, RDSO, Manak Nagar, Lucknow for information and necessary action.

12/03/18

Existing and Proposed Stipulation in Juxtaposition with Justification/Remarks

SL	RDSO'S S.No.	Provision of IRSOD	Existing stipulation	Proposed stipulation	Justification/Remarks
1	1	Para 1 of Chapter-I	**Spacing of tracks:-** 1. Minimum distance centre to centre of straight tracks. (i) For existing works 4265mm (ii) For new works/additions to Existing works 5300mm	**Spacing of tracks:-** 1 (a) Minimum distance centre to centre of straight tracks. (a) For Existing Work 4265mm (b) For new works/addition/ alteration to existing works 5300 mm 1(b) Minimum distance centre to centre from adjacent track (i) For new work of construction of 3rd line, 4th line or pair of lines the centre to centre distance from adjacent track 7800 mm	The Item was discussed in Track Standards Committee (TSC). TSC vide item no. 1220 of 83rd TSC has recommended the minimum distance of track centre in third line or group of two lines in case of new construction as 7.8m which has been approved by Railway Board vide letter no. 2012/CE-II/TSC/1 dated 10.10.2013(SN-5/8)). The distance of 7800mm is calculated as 5300+2500 (2500mm is trolley width).
2	2	Note (b) under Para 8(iii) of Chapter-I	**Note:** (b) The various fixture which are attached to the track like traction bonds etc. and are required to be filled with the rail can be provided and the clearance as mentioned in item 8 (iii) (a) & (b) above will not be applicable to these fixtures.	**Note:** (b) The various fixture which are attached to the track like traction bonds etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in Item 8 (iii) (a) & (b) above will not be applicable to these fixtures and ballast less track (including washable apron).	As the dimension of 2575 and 2725 is not applicable for ballast-less track therefore ballast-less track(including washable apron) has been added in the note.
3	3	Para 16 of Chapter-I	**Formation width:** 16. Formation width for single line straight track (a) Minimum width in embankment 6850mm	**Formation Width :** 16. Formation width for single line straight track (i) For existing works (a) Minimum width in embankment	The Item was discussed in Track Standards Committee (TSC).Track Standards Committee vide SN 21 of item no. 1238 of 83rd TSC has recommended the increase in minimum formation width for

			(b) Minimum width in cutting (excluding side drains) 6250mm	6850mm (b) Minimum width in cutting (excluding side drains) 6250mm (ii) For new works/ alteration to existing works (a) Minimum width in embankment 7850mm (b) Minimum width in cutting (excluding side drains) 7850mm	embankment and cutting and Railway Board has approved the same vide letter no. 2012/CE-II/TSC/1 dated 29.08.2013(SN-5/13).The calculation of 7850mm is given as under: Sleeper width = 2750mm Distance from edge of sleeper to haunch = 350mm x 2 = 700mm Slope length = 1127 x 2 = 2254mm Cess width = 1065 x 2 = 2130mm Formation width = 2750+700+2254+2130 = 7834mm; say 7850mm.
4	4	Para 17 of Chapter-I	17. Formation width for double line straight track (a) Minimum width in embankment 12150mm (b) Minimum width in cutting (excluding side drains) 11550mm	17. Formation width for double line straight track (i) For existing works (a)Minimum width in embankment 12150mm (b)Minimum width in cutting (excluding side drains) 11550mm (ii) For new works/ alteration to existing works (a)Minimum width in embankment 13160mm (b)Minimum width in cutting (excluding side drains) 13160mm	The Item was discussed in Track Standards Committee (TSC).Track Standards Committee vide SN 21 of item no. 1238 of 83rd TSC has recommended the increase in minimum formation width for embankment and cutting and Railway Board has approved the same vide letter no. 2012/CE-II/TSC/1 dated 29.08.2013(SN-5/13).
5	5	Para 1 of	**Spacing of tracks:-**	**Spacing of tracks:-**	The Item was discussed in Track

		Chapter-II	1. Minimum distance centre to centre of straight tracks. (i) For existing works 4265mm (ii) For new works/additions to existing works 5300mm	1 (a) Minimum distance centre to centre of straight tracks. (a) For Existing Work 4265mm (b) For new works/addition/ alteration to existing works 5300 mm 1(b) Minimum distance centre to centre from adjacent track - (i) For new work of construction of 3rd line / 4th line or pair of lines, the centre to centre distance from adjacent tracks 7800mm	Standards Committee (TSC). TSC vide item no. 1220 of 83rd TSC has recommended the minimum distance of track centre in third line or group of two lines in case of new construction as 7.8m which has been approved by Railway Board vide letter no. 2012/CE-II/TSC/1 dated 10.10.2013(SN-5/8)). The distance of 7800mm is calculated as 5300+2500 (2500mm is trolley width).
6	--	Note (c) of Para 11(A) of Chapter-II	The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards including its electrification works. The various fixtures which are attached to the track like lock bar, point machine, traction bonds, point & signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item 11.(A)(v) & 11.(A)(vi) above will not be applicable to these items.	The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards including its electrification works. The various fixtures which are attached to the track like lock bar, point machine, traction bonds, point & signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item ~~11.(A)~~(v) & ~~11.(A)~~(vi) above will not be applicable to these items and ballastless track (including washable apron).	As the dimension of 2575 and 2725 is not applicable for ballast-less track therefore ballast-less track(including washable apron) has been added in the note.

7	7	Note (d) of Para 11(A) of Chapter-II	**Note:** (d) In case of electrification works in existing yards, no foundations/mast/signal post/any other structure shall be provided between two tracks. In case it is inescapable, the minimum distance of edge of foundation/mast/signal post/any other structure at the end above formation level upto rail level from centre of track, shall be 2360mm. The distance shall be proportionately increased, based on available track centre distance upto minimum distance of 2575mm/2725mm, as the case may be; as specified in Items 11A(v) and 11A(vi) above respectively.	**Note:** d) In case of electrification works in existing yards, no foundations/mast/signal post/any other structure shall be provided between two tracks. In case it is inescapable, the minimum distance of edge of foundation/mast/signal post/any other structure at and above formation level upto rail level from centre of track, shall be 2360mm on straight track and on curve having radius 875m and more and 2510mm in case of curve having radius less than 875m. ~~The distance shall be proportionately increased, based on available track centre distance upto minimum distance of 2575mm/ 2725mm, as the case may be, after making full efforts for providing prescribed clearances as mentioned in items 11(B)(vii) and 11(B)(viii) above as far as possible.~~	The minimum distance of curves sharper than 875m radius has been increased above 2360mm by 150mm as is in case of 2575mm/2725mm. As per Appendix of IRSOD the extra clearance required for 6 degree curve with 165mm cant is 145mm.

8	8	Note (c) of Para 11(B) of Chapter-II	**Note:** (b) Further, in case of alteration to works in existing yard for items 11(B)(vii) and 11(B)(viii), the minimum horizontal distance shall be maintained as 2360mm and 2510mm respectively in case of curve having radius less than 875m after making full efforts for providing prescribed clearances as far as possible.	**Note:** (c) In case of addition/alteration to works in existing yard the minimum horizontal distance shall be maintained as 2360 mm on straight track and on curve having radius 875m and more and 2510mm in case of curve having radius less than 875m after making full efforts for providing prescribed clearances as mentioned in items 11(B)(vii) and 11(B)(viii) above as far as possible.	
9	*9*	*NEW Note (d) of Para 11(B) of Chapter-II*	***There is no note (d) under para 11(B) of Chapter-II***	*(d) In the cases where the various fixtures are attached to the track like traction bond etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in item (vi) & (vii) above will not be applicable at these locations.*	*As the dimension of 2575 and2725 is not applicable for various fixture like traction bond etc., note has been added.*
10	10	Para no.24 and 25 of Chapter –IV(A)	**Maximum Moving Dimensions (see diagram 1D)** 24. Maximum width over all projections from 305mm above rail level, to 1082mm above rail level, when fully loaded 3050mm 25. Maximum width over all projection from 1082mm above rail level, to 1170mm above rail level, when fully loaded 3050mm increasing gradually to 3250mm	**Maximum Moving Dimensions (see diagram 1D)** 24 (a) Maximum width over all projections from 305mm above rail level to 940mm above rail level, when fully loaded 3050mm (b) Maximum width over all projection from 940mm above rail level to 1082mm above rail level, when fully loaded 3050mm increasing gradually to 3150mm	Carriage Directorate vide their note no. MC/INF dated 16.10.2015(SN-5/17) has informed that after issuing of ACS-14 the outer profile of ICF and LHB coaches infringe to diagram no. 1D i.e., Maximum Moving Dimension of IRSOD-2004. To remove the infringement, MMD has been redrawn and concerened item of Chapter-IV(A) Rolling Stock (Carriage and Wagon) and Chapter-IV(C) Rolling Stock (Locomotive) are proposed to be modified to remove

				25 Maximum width over all projection from 1082mm above rail level to1170 mm above rail level, when fully loaded 3150mm increasing gradually to 3250mm	the infringement. Through ACS-14, the maximum width of rolling stock upto height of 1082mm was reduced from 3135mm to 3050mm which resulted into infringement.
11	12	Para no.31of Chapter –IV(A)	Chapter-IV(A) Rolling Stock (Carriage & Wagon) : Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with exception of wheels and attachments thereto (vide note below) 102mm Note: A tyre of an attachment of a wheel may project below the minimum height of 102mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.	Chapter-IV(A) Rolling Stock (Carriage & Wagon) Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with exception of wheels and attachments thereto (vide note below) 91mm Note: A tyre of an attachment of a wheel may project below the minimum height of 91mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.	There is a requirement to reduce this dimension because of requirement of new design locomotives. Railway Board has condoned the dimension of 91mm in case of WDG5 locomotive vide letter no. 2012/CEDO/SD/RS/03 dated 22.03.2012 which is also accepted by concern directorate of RDSO (SN-5/26).
12	11	Para no.11of Chapter –IV(C)	**Maximum Dimensions (see diagram 1D)** 11. Maximum width over all projections: (i) at 102mm above rail level, when fully loaded	**Maximum Dimensions (see diagram 1D)** 11. Maximum width over all projections: (i) at 91mm above rail level, when fully loaded	Carriage Directorate vide their note no. MC/INF dated 16.10.2015(SN-5/17) has informed that after issuing of ACS-14 the outer profile of ICF and LHB coaches infringe to diagram no. 1D i.e., Maximum Moving

			2440mm (ii) at 305mm above rail level, when fully loaded 3050mm (i) from 305mm above rail level to 1082mm above rail level, when fully loaded 3050mm (ii) from 1082mm above rail level to1170 mm above rail level, when fully loaded 3050mm increasing gradually to 3250mm (iii) from 1170mm above rail level, when fully loaded to 3735 mm above rail level, when empty 3250mm	2440mm (ii) at 305mm above rail level, when fully loaded 3050mm (i) from 305mm above rail level to 940mm above rail level, when fully loaded 3050mm (ii) from 940mm above rail level to 1082 mm above rail level, when fully loaded 3050mm increasing gradually to 3250mm (iii) from 1082mm above rail level to1170mm above rail level, when fully loaded 3250mm increasing gradually to 3250mm (iv) from 1170mm above rail level, when fully loaded to 3735 mm above rail level, when empty 3250mm	Dimension of IRSOD-2004. To remove the infringement, MMD has been redrawn and concerned item of Chapter-IV(A) Rolling Stock (Carriage and Wagon) and Chapter-IV(C) Rolling Stock (Locomotive) are proposed to be modified to remove the infringement. Through ACS-14, the maximum width of rolling stock upto height of 1082mm was reduced from 3135mm to 3050mm which resulted into infringement.
13	13	Para no.17 of Chapter –IV(C)	Chapter-IV(C) Rolling Stock (Locomotive) : 17. Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre	Chapter-IV(C) Rolling Stock (Locomotive): 17. Minimum height above rail level when fully loaded for a width of 1220mm on either side	There is a requirement to reduce this dimension because of requirement of new design locomotives. Railway Board has condoned the dimension of 91mm in case of WDG5 locomotive vide letter no.

			of track with exception of wheels and attachments thereto (vide note below) 102mm Note: A tyre of an attachment of a wheel or sand pipes in line with the wheel may project below the minimum height of 102mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.	of centre of track with exception of wheels and attachments thereto (vide note below) 91mm Note: A tyre of an attachment of a wheel or sand pipes in line with the wheel may project below the minimum height of 91mm from a distance of 51mm inside to 216mm outside of the gauge face of the wheel.	2012/CEDO/SD/RS/03 dated 22.03.2012 which is also accepted by concern directorate of RDSO (SN-5/26).

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

सं. 2018/CEDO/SD/06 **New Delhi, Dated 27.02.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : **Temporary Condonation** of infringement to IRSOD Schedule –I, Chapter VB with A & C Slip no. 21, under Palanpur ROB (Line 2 & 3) at Km. 652/16-17 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway.

संदर्भ : Western Rly's letter no. W/755/Condonation/1(Electrical)/W4, dated 18.01.18

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** of infringement to IRSOD Schedule –I, Chapter VB with A & C Slip no. 21, under Palanpur ROB (Line 2 & 3) at Km. 652/16-17 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements as under :

"(Ref : IRSOD Item Schedule-I, Chapter VB, item no. 2(ii)(c) (i.e. available clearance varies from 7380mm to 7495mm instead of 7568mm → infringement of 188mm to 73mm as the case may be) & item no. 2(iii)(i.e. available clearance is 7107/7123mm instead of 7166mm → infringement of 59mm/43mm)]".

Further, above condonation is subject to stipulations as under :

(i) The speed at these locations shall be restricted to 50 kmph.

(ii) Board showing the restriction of rolling stock not exceeding the height of 6809mm shall be displayed at the entrance of the section.

(iii) Board indicating amount of clearance adopted should be displayed at such locations.

(iv) Necessary marking shall be done to ensure against raising of track at these locations.

(v) Central Organisation for Railway Electrification shall get the work sanctioned for raising of ROB at the earliest and shall authorise Zonal Railway to execute the work for expeditious removal of the infringement.

(vi) Infringement shall be recorded in SOD infringement register.

(vii) Infringement should be removed by 31.03.2019. The sanction of condonation shall be valid only up to 31.03.2019.

Prem Sagar
27.2.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/06 **New Delhi, Dated 27.02.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/15/2017-18-T.W., dated. 23.02.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1444 dated 19.02.2018.

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

Prem Sagar
27.2.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/05 **New Delhi, Dated 27.02.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : **Temporary Condonation** for infringement to IRSOD Schedule –I, Chapter VB with A & C Slip no. 21, under Sidhpur FOB (Line 1 & 2) at Km. 681/21-22 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway.

संदर्भ : Western Rly's letter no. W/755/Condonation/3(Electrical)/W4, dated 18.01.18

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** for infringement to IRSOD Schedule –I, Chapter VB with A & C Slip no. 21, under Sidhpur FOB (Line 1 & 2) at Km. 681/21-22 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements as under :

"{Ref : IRSOD item Schedule-I, Chapter VB, item no. 2(ii)(a) (i.e. available clearance varies from 7525mm/7406mm instead of 7568mm → infringement of 43mm/162mm as the case may be) & Chapter VB, item no. 2(iii) (i.e. available clearance is 7133 instead of 7166mm → infringement of 33mm)}"

Further, above condonation is subject to stipulations as under :

(i) *Board showing the restriction of rolling stock not exceeding the height of 6809mm shall be displayed at the entrance of the section.*
(ii) *Board indicating amount of clearance adopted should be displayed at such locations.*
(iii) *Necessary marking shall be done to ensure against raising of track at these locations.*
(iv) *Central Organisation for Railway Electrification shall get the work sanctioned for raising of FOB at the earliest and shall authorise Zonal Railway to execute the work for expeditious removal of the infringement.*
(v) *Infringement shall be recorded in SOD infringement register.*
(vi) ***Raising of FOB should be completed by 22.02.2019. The sanction of condonation shall be valid only for one year (i.e. up to 22.02.2019).***

Prem Sagar
(प्रेम सागर गुप्ता)
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सं. 2018/CEDO/SD/05 **New Delhi, Dated 27.02.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/14/2017-18-T.W., dated. 23.02.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1443 dated 19.02.2018.

Prem Sagar
(प्रेम सागर गुप्ता)
यूनि सचिव, रेलवे बोर्ड



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

सं. 2018/CEDO/SD/04 **New Delhi, Dated 27.02.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : **Temporary Condonation** for infringement to IRSOD Schedule –I, Chapter VA/VB with A & C Slip no. 21, under Sidhpur ROB (Main Line) at Km. 682/7-8 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway.

संदर्भ : Western Rly's letter no. W/755/Condonation/2(Electrical)/W4, dated 18.01.18

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** for infringement to IRSOD Schedule –I, Chapter VA/VB with A & C Slip no. 21, under Sidhpur ROB (Main Line) at Km. 682/7-8 in connection with introduction of new electrification at 25 KV AC under Mehsana – Palanpur of Ahmedabad Division of Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements as under :

"{Ref : IRSOD item Schedule-I, Chapter VB, item no. 2(ii)(b), 2(iii) (i.e. available clearance varies from 7290mm/7059mm instead of 7468mm/7166mm → infringement of 178mm/ 107mm as the case may be) & Chapter VA, item 1 (i.e. available clearance is 208 instead of 250mm → infringement of 42mm)}"

Further, above condonation is subject to stipulations as under :

(i) *The speed at these locations shall be restricted to 15 kmph.*
(ii) *OHE span to be made as small as possible under the ROB.*
(iii) *There shall be no gradient of contact wire under ROB.*
(iv) *High voltage insulation coating of adequate thickness shall be provided under the ROB.*
(v) *Board showing the restriction of rolling stock not exceeding the height of 6809mm shall be displayed at the entrance of the section.*
(vi) *Board indicating amount of clearance adopted should be displayed at such locations.*
(vii) *Necessary marking shall be done to ensure against raising of track at these locations.*
(viii) *Monthly inspection & measurement of contact wire height shall be ensured at both side of ROB.*
(ix) *Central Organisation for Railway Electrification shall get the work sanctioned for raising of ROB at the earliest and shall authorise Zonal Railway to execute the work for expeditious removal of the infringement.*
(x) *Infringement shall be recorded in SOD infringement register.*
(xi) ***Infringement should be removed by 31.03.2019. The sanction of condonation shall be valid only up to 31.03.2019.***

o/c Prem Sagar
27.2.18
(प्रेम सागर गुप्ता)
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रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर 01/11
Signature.....
जारी की तिथि
Date of issue.....

सं. 2018/CEDO/SD/04

New Delhi, Dated 27.02.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11020/16/2017-18-T.W., dated. 23.02.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Roard, Mumbai- 400020, w.r.t. letter no. 221/1445 dated 19.02.2018.

Prem Sagar
27-2-18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SD/02

New Delhi, Dated 22.02.2018

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Permanent condonation for not adopting provisions of IRSOD for new works between Varanasi City and Sarnath stations in connection with Aunrihar – Manduadih doubling & electrification work of Varanasi Division of North Eastern Railway.

संदर्भ : N.E. Rly's letter no. W/275/Condonation/4A, dated 16.01.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Permanent condonation for not adopting provisions of IRSOD for new works between Varanasi City and Sarnath stations in connection with Aunrihar – Manduadih doubling & electrification work of Varanasi Division of North Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of infringements as under :

(A) Minimum centre to centre distance between Varanasi City and Sarnath stations at Ch: 200/569 to 200/634 & 200/785 to 200/850 (approach of Kashi Rail Over Bridge No. 174); infringement varies from 437mm to 641mm on straight & curves.

(B) Minimum Horizontal distance below the rail level up to the formation level between Varanasi City and Sarnath Stations at Km. 200/6-7 for a infringement length of 12m under Kashi Rail Over Bridge No. 174 (Proposed New Track and Existing Track); infringement of 745mm.

(C) Minimum height above rail level for a distance of 1600mm on either side of centre of track for Heavy overhead structure between Varanasi City and Sarnath Stations at Km. 200/6-7 for a infringement length of 12m under Kashi Rail Over Bridge No. 174 ; infringement of 1090mm.

Further, above condonation is subject to stipulations as under :

(i) Permanent speed restriction of 50 kmph shall be imposed at Bridge location of Bridge No. 174 and its both approaches due to sharp curve of 3.8°.

(ii) Rolling stock of height more than 4420mm will not be permitted through Bridge No. 174 at km 200/6-7. A Board showing this restriction and specifying "locomotives or stocks of height more than 4420mm not permitted to ply on this section" shall be exhibited at the entrance to the same. This restriction shall also be included in station working rules of Varanasi City and Sarnath Stations.

(iii) Permanent Bench Marks shall be provided to indicate the level of track to be maintained under the Bridge No. 174. This shall also be specifically got noted in SSE/P-way's section register and Gang's dairy that track at this location is not to be raised beyond the level indicated on Bench Mark.

(iv) Ballast Cleaning Machine will not work under the Bridge and this portion of track will be deep screened manually.

(v) *The measurement of clean ballast cushion will be done minimum once a year. The deep screening shall be ensured well before the clean ballast cushion reaches 100mm.*

(vi) *Adequate and effective drainage arrangement shall be provided and maintained as per approved plan. The effectiveness of drainage arrangement shall be ensured and certified by ADEN of section before every monsoon. The location shall be indicated in the list of 'Vulnerable Location' initially, which can be reviewed subsequently based on experience by CBE of Railway.*

(vii) *All conditions stipulated in EIGs sanction must be strictly adhered. All the stipulations of ACTM for neutral section in mid section shall be strictly complied. The OHE shall be inspected minimum once a month at officer's level to ensure that the OHE arrangement is maintained properly.*

(viii) *Operation of wider stock/ODC shall be governed by the rules of ODC movement with additional precaution the simultaneous ODC movement will not be permissible on both UP & DN line.*

(ix) *DJ open board shall be placed as close as possible by erecting additional structure, if required, before start of dead zone.*

(x) *All Trains hauled with electric locomotive shall invariably run with banker locomotive when speed restriction below 20 kmph is imposed, in the vicinity of the bridge.*

(xi) *The speed restriction stipulated by CRS should be incorporated as a Permanent Speed Restriction in Working Time Table and shall not be counted as a Temporary Speed Restriction, so as not to curtail the Engineering Time Allowance for maintenance.*

Prem Sagar
22.2.18

o/c

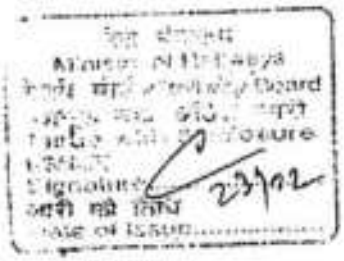
(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/02

New Delhi, Dated 22.02.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. R. 11015/02/2017-18-T.W., dated. 01.02.2018.
2. The Commissioner of Railway Safety, N.E.Circle, Hazratganj, Lucknow - 226001, w.r.t. letter no. 3493/Pt.9/SANC-220,dated 18.01.2018.



Prem Sagar
22.2.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2018/CEDO/SR/02 **New Delhi, Dated 22.02.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : Running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach [Unique Transportation Code: LWSCN1, maximum axle load 16.25t] fitted with FIAT bogie to RDSO's Drawing No. CSC-1808 Alt.2 up to maximum speed of 110 kmph on BG section of North Western Railway.

संदर्भ : North Western Rly's letter no. HQ/W/551/228, dated 14.12.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach [Unique Transportation Code: LWSCN1, maximum axle load 16.25t] fitted with FIAT bogie to RDSO's Drawing No. CSC-1808 Alt.2 up to maximum speed of 110 kmph on BG section of North Western Railway, subject to terms and conditions as given in North Western Railway's Joint Safety Certificate No. JSC/09/2017, dated 01.12.2017, Track Certificate No. TC/35/2017, Bridge Certificate No. BC/18/2017, RDSO's two Final Speed Certificates Nos (same nos.) MC/LHB/COACH, dated 03.11.2017 (up to a maximum speed of 130 kmph & 105 kmph for track maintained to C & M-I, Vol.-I & Other than C&M-I Vol.I Standards) and other certificate accompanying with the application and further subjected to the restrictions/conditions as given in above Certificates accompanying above referred letter with Board' comments as under :

(i) Observance of all permanent and temporary speed restrictions as notified from time to time including those additional restrictions as specified by the North Western Railway in Joint Safety Certificate No. JSC/09/2017 and Track Certificate No. TC/35/2017.

(ii) Ensuring compliance of all conditions and stipulations as mentioned in Joint Safety Certificate No. JSC/09/2017 and Track Certificate No. TC/35/2017 and Bridge Certificate No. BC/18/2017.

(iii) Ensuring compliance of all conditions and stipulations as mentioned in two RDSO's final speed certificate no. MC/LHB/COACH dated 03.11.2017 for track maintained C&M-I Volume-I standard and track maintained other than C&M-I Volume-I standard.

(iv) Display of location of Emergency Windows in each cabin.

(v) Lock provided in Emergency Window inside the glass shall be removed for easy access to emergency window by passengers.

(vi) Removing confusing emergency guidelines to passengers pertaining to AC coach. Specific guidelines for this coach shall be displayed.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुभाग अधिकारी / Section Officer
Issue Date
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

Prem Sagar 22.2.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SR/02 New Delhi, Dated 22.02.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 15015/02/2017-18-T.W., dated 18.01.2018.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Roard, Mumbai, w.r.t. letter no. 12-5/409/1278 dated 03.01.18.

Prem Sagar
22.2.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SR/16 **New Delhi, Dated 22.02.2018**

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

विषय : Running of BG Bogie Open wagon type **'BOSTHSM-1'** having maximum axle load 22.32T, at a maximum speed of 60 Kmph in loaded and 80 Kmph in Empty condition on BG section **Northern Railway.**

संदर्भ : Northern Rly's letter no. 519-W/876 Pt.I, dated 30.04.2015

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Open wagon type **'BOSTHSM-1'** having maximum axle load 22.32T, at a maximum speed of 60 Kmph in loaded and 80 Kmph in Empty condition on BG section of **Northern Railway**, subject to terms and conditions as given in N.Rly's Joint Safety Certificate No. SLC/BG/45/2014, dated 16.09.2014 , Track Certificate dated 16.09.2014 , Bridge Certificate dated 07.04.2015, RDSO's Final Maximum Permissible Speed Certificates No. MW/SPD/BG/BOSTHSM1/22.32 t (IR), dated 28.11.07 and other certificate accompanying with the application and with Board's comments are as under :

(i) *Improvement to track structure, formation, bridges being accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal should be wiped out on priority on routes approved for running CC+6+2 traffic preferably within two years of sanction or maximum within three years of sanction by ensuring adequate maintenance blocks, movement of material trains and Engineering Time Allowance for execution*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running of CC+6+2 traffic should be wiped out on priority withina maximum of two years by ensuring adequate maintenance blocks and Engineering Time Allowance.*

(iv) *No overdue in track/rolling stock maintenance being permitted.*

(v) *Adequate number of WILD and 'weigh bridges' being progressively installed and their working closely monitored.*

(vi) *A detailed guidelines for operation of higher axle load train being issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.*

(vii) *'Measuring wheels' being procured and trials conducted to measure lateral forces for all type of wagons.*

(viii) *Right powering of train being ensured.*

(ix) *Double distant signals being progressively provided in view of higher NBD/EBD*

(x) *Traction power supply being augmented to cater for additional load.*

(xi) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(xii) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to strict compliance to conditions stipulated in Board's JPO No. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overloaded wagons is resorted to minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".*

(xiii) *WILDs should be installed within 15-50 km before all TXR examination points on CC+6+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall be detached without fail as laid down in Railway Board's JPO No. 2002/M(N)/960/1 Pt dated 29.07.08.*

(xiv) *Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.*

(xv) *Installation of way side lubricators should be ensured as per provision of IR P Way Manual in a time bound manner and complete it within maximum two years.*

Prem Sagar
22.2.18

(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SR/16 **New Delhi, Dated 22.02.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 15015/01/2017-18-T.W., dated 15.06.2017.
2. The General Managers, All Indian Railways (except NR) and
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.

Prem Sagar
22.2.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित/ With Annexure
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.2018/CEDO/SD/RS/03 **New Delhi, Dated 21.02.2018**

The General Managers,
Western Railway, **Churchgate, Mumbai**
North Western Railway, **Jaipur**
Northern Railway, **Baroda House, New Delhi**

The Director General,
R.D.S.O, Manak Nagar,
Lucknow.

विषय : Condonation of infringement for movement of non-ISO Dwraf Containers (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration on existing BG low platform bogie container flat wagon type BLC/BLCM on "Jamnagar (Rajkot/WR) to Chawapail (Ambala/NR) via Viramgaon-Mehasana-Palanpur-Rewari Dhuri, Ludhiana & Sanchwal" section of Indian Railway.

संदर्भ : CCRS's letter no. Q. 14011/05/2017-18-T.W., dated 16.02.2018.

Vide letter referred above,CCRS has forwarded the case for Board's sanction with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 16.02.2018

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

O/C

1. PCE, Western Railway, **Churchgate, Mumbai**.
2. PCE, North Western Railway, **Jaipur**.
3. PCE, Northern Railway, **Baroda House, New Delhi**.
4. ED/Track-1, RDSO, Manak Nagar, **Lucknow**

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

2018/CEDO/SD/RS/03 S-No1

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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e-file 389420/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPU
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू.14011/5/2017–18–त.वि.

दिनांक:16.02.2018

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय:Condonation of infringement for Movement of non-ISO Dwarf Containers (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration to RDSO's Drawing No. WD-17044-S-01 for A-Car and RDSO Drg. No. WD-17044-S-02 for B-Car wagons on existing BG low platform bogie container flat wagon type BLC/BLCM.

संदर्भ:(i)Executive Director (Track-I)/RDSO's letter no. CT/CONTR/BG/MG, Dated 25.10.2017.
(ii)This office's letter even no. dated 23.11.2017.
(iii)Executive Director (Track-I)/RDSO's letter no. CT/CONTR/BG/MG, Dated 28.12.2017

ADE DCE/G 19/2

Vide reference (i) above, Executive Director (Track-I)/RDSO has approached this office seekin condonation of infringement to IR BG Schedule of Dimension (Revd. 2004) by Non-ISO Dwar Containers (1930mm high and 2600 mm wide, each/combination) in Double Stack configuration t RDSO's Drawing No. WD-17044-S-01 for A-Car and RDSO Drg. No. WD-17044-S-02 for B-Car wagon on existing BG low platform bogie container flat wagon type BLC/BLCM on "Jamnagar (Rajkot/WR) t Chawapail (Ambala/NR) via Viramgam-Mehasana-Palanpur-Rewari Dhuri, Ludhiana & Sanchwal" sectio of Indian Railway.

Vide reference (ii) above (copy enclosed), certain clarifications were sought from this office in the subjec case. Clarifications on the issues were given by RDSO to this office vide letter mentioned under referenc (iii) above (copy enclosed).

The case has been examined in this office the same is forwarded for necessary action with the following conditions:

1. *Locations with restricted height overhead structures shall be identified by the Zonal railway. Zonal Railway MUST ensure the removal of any infringements before starting operation of Non-ISO dwarf containers (1930mm high, 2600mm wide) electrified territory.*
2. *Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO, shall be adhered to before introducing operation of subject rolling stock.*
3. *All the necessary conditions related to infringements and various clearances to be ensured, SHALL form part of the RDSO speed certificate whenever issued for the operation of Non-ISO dwarf containers (1930mm high, 2600mm wide) .*
4. *For movement of subject rolling stock in any section of the Indian Railway, procedure as laid down in Policy Circular No.6 is required to be followed (i.e. first sanction of Railway Board for introduction of operation through CRS/CCRS and thereafter CRS sanction for operation in other sections subsequently). In this connection, Railway Board's letters nos. 2011/CEDO/SR/04 dated 20.05.2011 (copy enclosed), 2011/CEDO/SR/04, dated 04.07.2011 (copy enclosed) and 2011/CEDO/SR/04, dated 16.08.2011 (copy enclosed) may be followed.*

This letter issues with the approval of Chief Commissioner of Railway Safety.

16.2.2012
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि–कार्यकारी निदेशक मानक/रेलपथ–1, अ.अ.मा.सं., लखनऊ

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

सं.2018/CEDO/SD/03 **New Delhi, Dated 21.02.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation Of infringement due to column of Ratlam end FOB at platform No. 4 & 5 for its minimum horizontal distance from loop line no. 7 & 8 at Nagda station in Ratlam Division of Western Railway.

संदर्भ : CCRS's letter no. Q. 11020/03/2016-17-T.W., dated 24.01.18.

Vide letter referred above,CCRS has forwarded the case for Board's sanction with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 24.02.2018

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग (जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Western Railway, **Churchgate, Mumbai.**

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.....

2018/CEDO/SD/03

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

e-office 385554/2018

संख्या–क्यू/11020/03/2016–17–तoवि0 दिनांक: 24.01.2018

सेवा में,

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

विषय: Proposal for Condonation of Infringement due to FOB column of Ratlam end FOB at platform No. 4&5 for its Minimum horizontal distance from loop line No. 7 & 8 at Nagda station.

संदर्भ: रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या– 221/766 दिनांक 09.10.2017

The above subjected case, received from Commissioner of Railway Safety, Western Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following conditions:-

(i) The structures of Foot Over Bridges in the infringement zone is to be painted in stripes of Red & Yellow with retro effective paint so that it can alert the alighting passengers.

(ii) The area under infringement should be well lighted (illuminated) during night time.

(iii) No temporary or permanent structures will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted so that entire available space can be used for passenger movement.

(iv) Following permanent restriction will be imposed.

Driver of all the trains passing through the platform with infringement, will whistle to warn the passengers on platform.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई।

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

सं.2018/CEDO/SR/03 **New Delhi, Dated 21.02.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of Broad Gauge New Milk Tank Van [Unique Transportation Code : 'VVNH1', Maximum Axle Load 20.32t and 44,660 litres capacity] on ICF all coil bogie fitted with bogie mounted brake system to RITES's General Arrangement Drawing No. RSD-6410-053 (Alt 5) upto a maximum speed of 105 kmph in loaded and 110 Kmph in empty condition on BG sections of Western Railway.

संदर्भ : CCRS's letter no. Q. 15015/03/2017-18-T.W., dated 16.02.2018.

Vide letter referred above,CCRS has forwarded the case for Board's sanction with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 16.02.2018

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग (जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Western Railway, **Churchgate, Mumbai.**

01 22/2/18

Signature.....
Date of issue.....

2018/CEPO/YP-103

C No

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com
e office 38-415/2018

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू. 15015/03/2017–18–त.वि.

दिनांक: 16.02.2018

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

ध्यानार्थ[EDCE(G)]

विषय: Running of BG New Milk Tank Van (Unique Transportation Code: 'VVNH1', Maximum Axle Load 20.32t and 44,660 liters capacity) on ICF all coil bogie fitted with bogie mounted brake system to RITES's General Arrangement Drawing No.RSD-6410-053 (Alt 5) up to a maximum speed of 105 Kmph in Loaded and 110 Kmph in Empty condition on BG sections of Western Railway (WR).

संदर्भ: (i) रेल संरक्षा आयुक्त, पश्चिम परिमंडल, मुम्बई (CRS/WC) का पत्र संख्या.12-5/434/1317 दिनांक. 19.01.2018.

(ii) WR's Joint Safety Certificae No. JSC/1/2018, Dated Nil (signed by PCE on 02.01.2018); Track Certificate No. TC/1/2018, dated NIL (signed by CTE on 21.12.2017); Bridge Certificate No. BC/1/2018, dated NIL (signed by CBE on 12.09.2017) & OHE Certificate No. EL-94/15/1(Speed Enhancement) Dec/02, dated 27.12.2017

(iii) RDSO's two Final Speed Certificate Nos (same nos.) MC/MT, Dated 16.01.2017 upto a maximum speed of 105 & 110 kmph for track maintained to Other than C&M-1, Vol.-1 and C&M-1, Vol.-1 Standards.

Above subjected case has been forwarded by CRS/WC, Mumbai vide letter under reference (i). WR has processed for operation of the rolling stock mentioned in above subject upto a maximum speed of 105 kmph in Loaded and 110 Kmph in Empty condition on the basis of certificates mentioned under reference (ii) and RDSO's Speed Certificates mentioned under reference (iii) above.

Case has been examined by this office and the same is forwarded for necessary action for running of subject rolling stock upto a maximum speed of **90 (NINTY) Kmph in Loaded** and **100 (ONE HUNDRED) Kmph in Empty** condition with the following conditions/stipulations:

1. Observance of all permanent and temporary speed restrictions as notified from time to time including those additional restrictions as specified by the Western Railway in Joint Safety Certificate No. JSC/1/2018 and Track Certificate No. TC/1/2018.

2. Ensuring compliance of all conditions/stipulations as mentioned in Joint Safety Certificate No. JSC/1/2018, Track Certificate No. TC/1/2018, Bridge Certificate No. BC/1/2018, OHE Certificate No. EL-94/15/1 (Speed Enhancement) Dec/02 dated 27.12.2017 and Track Worthiness Certificate.

3. Ensuring compliance of all conditions/stipulations as mentioned in RDSO's Speed Certificate No. MC/MT dated 16.01.2017. The copies of the RDSO's Speed Certificate and Railway Board's letter shall be sent to the divisional office and coaching depots for strict compliance.

4. In loaded condition, this rolling stock shall not be attached to those passenger carrying trains having maximum speed of **more than** 90 Kmph.

5. Maintenance of this rolling stock shall be carried out as done for coaching vehicles.

6. Height of OHE contact wire being more than 4525mm.

This letter issues with the approval of Chief Commissioner of Railway Safety.

16.02.2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: उपरोक्त ।

<u>प्रतिलिपि–</u>
रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई।

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

सं. 2017/CEDO/SD/45 **New Delhi, Dated 15.02.2018**

The General Manager,
Central Railway,
C.S.T., Mumbai.

विषय : Condonation of Vertical infringement to minimum height from rail level to the underside of contact wire in the open line section due to EHV crossing at km. 597/07 to km. 597/24 & km. 590/29 to km. 591/04; in connection with Railway Electrification work of Gulbarga – Wadi section of Solapur Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/GR-WD Electrification/SUR/2017, dated 26.9.17.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of Vertical infringement to minimum height from rail level to the underside of contact wire in the open line section due to EHV crossing at km. 597/07 to km. 597/24 & km. 590/29 to km. 591/04; in connection with Railway Electrification work of Gulbarga – Wadi section of Solapur Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Joint inspection by Railway & KPTCL shall be done at every 3 months.

(ii) Rail level shall be marked on OHE masts and shall not be allowed to raise.

(iii) Separate board indicating infringement shall be provided.

(iv) Infringement shall be recorded in infringement register.

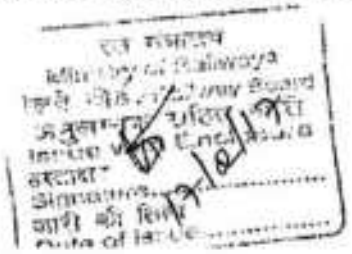
(v) Infringement shall be removed by 31.03.2019

Prem Sagar 15.2.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/45 **New Delhi, Dated 15.02.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/04/2017-18-T.W., dated. 17.11.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. C-13(296)/2017/920 dated 13.10.2017.



o/c Prem Sagar 15.2.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

brake power percentage is to be laid down by railway administration.

- The train, load and sectional details shall be submitted to RDSO and the operation shall be simulated theoretically, by Motive Power Directorate, to indicate the maximum permissible speed down the ghat for a particular set of locomotives and train. This calculated speed is only the upper limit and is not the maximum permissible speed by itself. Intensive controllability trials, based on the speed certificates issued by RDSO, shall be carried out to determine the maximum speed of operation for a particular train and locomotives, which in any case shall not exceed the theoretically determined speed.

- Special emphasis shall be made during the controllability trial to consider and evaluate aspects like overheating of wheels, excessive drop of BP, etc. In any case, BP shall not be allowed to drop more than 1kg/sq.cm. with occasional peaks of 1.1kg/sq.cm. at any stage.

- It shall also be ensured that the emergency breaking distance is adequate with respect to the signal visibility and inter-signalling distances as existing at site. In case of passenger carrying trains, it is desirable that the locomotives (independent brake) be capable of holding the train on running gradient of the section.

- Under no circumstance a train should be worked on the Ghat without double heading of the locomotives so that dynamic braking is reliable. The maximum speed of train should be decided by considering dynamic brake power of one locomotive lesser than the total locomotives hauling the train.

- Reliable communications to be ensured with banking locos, these should have working ODB systems to act in co-ordination with leading locos.

- This relaxation of non provision of catch siding is meant for non electrified routes, as no trials of AEB have been done for Electric locomotives.

The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through.

"For the purpose of footnote marked *Note 1 and @Note 2, the definition of the station yard as given in the item 2 of Chapter II of Schedule of Dimensions shall apply."

3. In the above proposed @Note 2,

(a) Commission's view that "Provision of standard and duly RDSO approved braking devices including AEB & ODB in all the locomotives working the train in working condition duly certified by a senior supervisor of the Railway just before start of graded section", has been modified on the recommendation of RDSO as "Before entering the ghat section, it has to be ensured that AEB is in working order. There should be a provision of online test of dynamic brakes and AEB of the locomotives in the block section preceding the station from which ghat section begins. Railway should lay down a procedure for carrying out such tests and maintain suitable records" and included in proposed @Note 2.

(b) Commission's view that "All trains freight as well as passenger carrying ones to have twin pipe continuous air brake system" has not been included in proposed @Note 2 above, as in twin pipe system only the brake pipe plays role in braking. The second pipe i.e. feed pipe only helps in quick release of brakes to reduce detention. In single pipe as well as twin pipe system, emergency braking distance remains the same. Hence, mandatory availability of twin pipe system is not related to safety.

4. The final considered views of the Commission are requested on the proposed amendment as mentioned above.

21.12.17

Encls: as above

(Alok Ranjan)
Additional Member (CE)
Railway Board

Copy to:

i. GM/SWR- w.r.t. SWR's letter No. SWR/W-439/SKLR-SBHR/Relaxation dt 30.08.2017
ii. DG/RDSO- w.r.t. RDSO's letter No. CT/CS&SS dt 17.10.2017

SN-35 1/1st 1.31

तार : चीफकम
Telegram : CHIEF
e-mail-chiefcom@sancharnet.in
ई-मेल-चीफकम@संचारनेट.इन

फोन/Ph. - 2629743 (P&T)
31-264 N.E. Rly. 31-570
N. Rly. 23-290
टेली फैक्स/Tele Fax - 0522-2626608

भारत सरकार
नागर विमानन मंत्रालय
(रेल सुरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ–226 001
Ashok Marg, Lucknow- 226 001
Dated : 17.03.2009

No. R. 11011/01/2008-TW

To

The Additional Member(Civil Engineering)
Ministry of Railways
Railway Board
New Delhi

Subject : Amendment to "The Railways Opening for Public Carriage of Passengers Rules, 2000" Provision of Catch/Slip sidings.

Reference : Railway Board's letter No. 2001/CE/DO/SD/(Part), dated 02.02.09

Your attention is drawn to the Board's letter referred to above in which Commission's view on the subject were solicited.

The subject has been examined by the Commission, the view of the Commission are given in juxtaposition to the existing and proposed amendment listed vide reference above.

Existing	Proposed	Commission's View
*Note : 1: No station should be constructed nor should any siding join a passenger line on a steeper 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 Sidings or other arrangements is made, sufficient to prevent accidents.	*Note 1: No station should be constructed nor should any siding join a passenger line on a steeper gradient than 1 in 260, except where it is unavoidable and then only with the previous sanction of the Railway Board. Arrangement of a Slip Siding or other means may be made, if necessary, sufficient to prevent accidents.	It is in the interest of safety of train operation that such proposals are routed through Commission of Railway Safety. Therefore, proposed arrangement is not agreed to and the existing note to continue.
@Note 2: Any station situated in the immediate neighborhood of an incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station a catch siding in the former case and a slip siding	@Note 2: Any station situated in the immediate neighborhood of an incline steeper than 1 in 50 falling towards the station and/or falling away from the station a catch siding in the former case and a slip siding in the later case may be provided if necessary, in a suitable position.	All proposals regarding provision of catch sidings for grade steeper than 1 in 80 upto 1 in 37 should be routed through Commission of Railway Safety and conditions for these would interalia, include;

In the later case, should be provided, if necessary, in a suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnotes marked* 1 and 2 the definition of a station yard as given in item 2 of Chapter II of Schedule of Dimensions shall apply."	However, where a device is not provided to control the speed of train as approved by an authority appointed by Railway Board, on a incline greater than 1 in 37, if necessary, falling towards the station and/or falling away from the station, a catch siding in the former case and a slip siding in the later case, is to be provided. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnotes marked* 1 and 2 the definition of a station yard as given in item 2 of Chapter II of Schedule of Dimensions shall apply."	- provision of standard and duly RDSO approved braking devices including ASB & ODB in all the locomotives working the train in working condition duly certified by a senior supervisor of the Railway just before start of graded section. - All trains freight as well as passenger carrying ones to have twin pipe continues air brake system. - Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in coordination with loading locos. Note : With existing provision for slip sliding speed no modification as those are considered [illegible]

(R.P. Agrawal)
Chief Commissioner of Railway Safety

Copy to :

1. D.G/RDSO for information
2. Advisor(Safety), Railway Board for information & necessary action

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

No. 2018/CEDO/MISC/01 **New Delhi, dated 09.02.2018**

The General Manager ,
Eastern Railway,
Kolkata.

Sub : Mathurapur station yard : Condonation to existing infringing gradient.
Ref : CE(P&D)/ER's letter no. W(3)/591/4/Vol.IV, dated 29.01.2018.

Please find enclosed herewith copy of Board's letters no. 71/WDO/SD/28, dated 05.11.1971.

Railway may kindly take necessary action accordingly.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL): 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy to : PCE, Eastern Railway, Kolkata for information and necessary action.

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.....

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

.71/WDO/SD/28. New Delhi, dated 5-11-71
~~1971~~.
14 Kartika, 1893.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Condonation of infringement to the Standard Dimensions at Mathurapur S.H.

With reference to your application No.W.591/4/12 (Pt.) dated 6th Sept., 1971 through ACRS, North Eastern Circle, Calcutta, Railway Board sanctions the existing wide infringement to item 2, chapter II of the B.G. Metric Schedule of Dimensions(1963), at the above mentioned location, mentioned in Form XI accompanying your letter referred above.

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

Encl.

.71/WDO/SD/28. New Delhi, dated 5-11-71
~~1971~~.
14 Kartika 1893

Copy forwarded for information to:-

1). The Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow-1 with reference to his letter No.RS.18-T(22)/71 dated 17th Sept., 1971.

2). The Additional Commissioner of Railway Safety, North Eastern Circle, Calcutta with reference to his letter No.1463 dated 10.9.71.

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

Encl.

was
.71

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

सं.2018/CEDO/SD/01

New Delhi, Dated 07.02.2018

The General Manager,
Central Railway,
C. S. T., Mumbai.

विषय : **Pune :** Condonation for infringement of Schedule of Dimensions from Railway Board on Platform nos. 4, 5 & 6 with regard to construction of new Foot Over Bridge 12 m wide and connection by skywalk to two FOB's on Platform no. 6 side of Pune Division in Central Railway.

संदर्भ : CCRS's letter no. Q. 11011/02/2015-16-T.W., dated 23.01.2018

Vide letter referred above,CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**). Further, while examining the case, it is observed that there are 02 parallel red line on platform no.6. The reason behind 2nd red line parallel to track, at 2529mm from centre line of track in Drawing no. GM(E)M/SK-1749 may please be explained.

In view of above, Railway is requested to send feedback/compliance/clarification to the above observations, so that the same can be processed further.

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dceorb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, C.S.T., Mumbai.

O/C



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या- क्यू. 11011/02/2015-16-तoविo

दिनांक: 23.01.2018

The Secretay (Civil Engineering),
Railway Board,
Ministry Of Railways,
New Delhi.

Sub: Pune- Construction of New Foot Over Bridge 12 m wide and connection by skywalk to two FOB's on Platform no. 6 side. Condonation for adopting infringing dimensions on Platform nos. 4&5 and 6

Ref: 1. CRS/CC letter No. C-13(251)/2015/357 dt. 13.6.2015
2. CRS/CC letter no. C-13(251)/2016/243 dt. 26.04.2016
3. CRS/CC letter no. C-13(251)/2018/68 dt.03.01.2018

The above subjected case, received from Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference is hereby forwarded for necessary action with the following conditions:-

1. Caution sign boards for less clearance will be fixed at every 10m zone of infringement to warn the passengers to prevent overcrowding in the area.
2. Special hatching shall be painted in red and black colour alongside the staircase as well as on the platform surface in the area of infringement.
3. No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area shall not be permitted.
4. The area under infringement should be well illuminated during night time.
5. Following permanent restriction will be imposed:
"Driver of all trains passing through the platform with infringement will shistle to warn the passengers on platform".

This is issued with the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)
कृते मुख्य रेल संरक्षा आयुक्त

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित- रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

सं. 2017/CEDO/SD/40 **New Delhi, Dated 05.02.2018**

The General Manager,
Southern Railway,
Chennai.

विषय : Laying of 3rd & 4th Line between Chennai Beach (MSB) and Korukkupet (KOK) section – Condonation for infringing dimensions in centre to centre of tracks-reg.

संदर्भ : Southern Rly's letter no. W.573/M/177/Vol.II, dated 18.05.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringing dimensions in centre to centre of tracks to IRSOD Schedule-I; Spacing of track, Para 1(ii), Chapter-I & II, regarding Laying of 3rd & 4th Line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with details of condonations are as under :

Station/Section	*Infringements*		
	Up & Dn line	*Dn & 3rd line*	*3rd & 4th line*
Royapuram Station	*31mm to 628mm, between Ch. 1793-2125*	*0mm-628mm, between Ch. 1970-2125*	*0mm-628mm, between Ch. 1883-2125*
Washermenpet Station and Washermenpet to Korukkupet section	*342mm to 628mm, between Ch. 2125-2452*	*0mm-628mm, between Ch. 2125-3250*	*368mm-667mm, between Ch. 2125-3250mm*
Washermenpet to Korukkupet section and Korukkupet station	---	*0mm-528mm, between Ch. 3250-3660*	*183mm-368mm, between Ch. 3250-3785*

Further, above condonation is subject to stipulations as under :

(i) Special Engineering boards shall be placed at the location indicating less clearance.
(ii) Sleepers may be painted to indicate infringement zone.
(iii) Slewing of track shall not be permitted to further worsen the infringement.
(iv) Clearances shall me measured every 6 months and records shall be kept with traceability accordingly.
(v) ODC movement shall be restricted.
(vi) After every track maintenance, original clearances shall be checked and certified.
(vii) No fixed Temporary/Permanent Structure shall be allowed in between the tracks.
(viii) No signal should be placed in between track where Track Centre infringes SOD.

Prem Sagar 5.2.18
o/c
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

—continue to page-2

सं. 2017/CEDO/SD/40 **New Delhi, Dated 05.02.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/02/2017-18-T.W., dated. 17.08.2017
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangaluru- 560009, w.r.t. letter no. Q.11017/06/2017 SR/1134-35,dated 28.07.2017.

5.2.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं.2018/CEDO/SD/02 **New Delhi, Dated 02.02.2018**

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Permanent condonation for not adopting provisions of IRSOD for new works between Varanasi City and Sarnath stations in connection with Aunrihar – Manduadih doubling & electrification work of Varanasi Division of Nort Eastern Railway for :

(i) Minimum centre ℄ on prposed BG Up line and existing BG main line alignment between km 200/5-6 to km 200/8-9

(ii) Minimum Horizontal distance below the rail level upto the formation level as per Para 8 Note (iii)(a) of Chapter -1 because of Bridge abutment foundation of Kashi Rail Over Bridge No. 174 at km 200/6-7.

(iii) Minimum height above rail level for a distance of 1600mm on either side of centre of track for Heavy overhead structure as per Para 10(iii)(b) of Chapter -1 under the Kashi Rail Over Bridge No. 174 at km. 200/6-7

संदर्भ : CCRS's letter no. R. 11015/02/2017-18-T.W., dated 01.02.2018

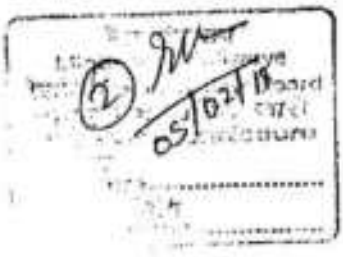
Vide letter referred above,CCRS has forwarded the case for Board's Condonation with some observations/conditions (**copy enclosed**).

In view of above, Railway is requested to send feedback/compliance to the above observations, so that the same can be processed further.

अनिल कुमार 03/2/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, North Eastern Railway, Gorakhpur. O/C



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या : आर.11015/02/2017-18-त.वि.

दिनांक : **01.02.2018**

सेवा में,

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

Sub: Permanent Condonation for not adopting provisions of IRSOD for new works between Varanasi City and Sarnath stations in connection with Aunrihar – Manduadih doubling & electrification work of Varansi division of North East Railway for:

(i) Minimum centre-1 on proposed BG Up line and existing BG Main line alignment between Km 200/5-6 to Km 200/8-9.
(ii) Minimum Horizontal Distance below the rail level upto the information level as per Para 9 Note (iii)(a) of chapter -1 because of Bridge abutment foundation of Kashi Rail Over Bridge No. 174 at Km 200/6-7.
(iii) Minimum height above rail level for a distance of 1600mm on either side of centre of track for Heavy overhead structure as per Para 10(iii)(b) of chapter-1 under the Kashi Rail Over Bridge No.174 at Km.200/6-7.

Ref: CRS/NE circle letter no. 3493/Pt.9/SANC-220 dt 18.01.2018

The above subject case of NE Railway, received from the Commissioner of Railway Safety, North Eastern Circle, Lucknow vide letter under reference is hereby forwarded, with the endorsement of Commission of Railway Safety, for necessary action with the following conditions:-

1. **All the conditions mentioned in the letter of CRS/N.E. Circle under reference shall be complied with.**
2. **DJ open board shall be placed as close as possible by erecting additional structure, if required, before start of dead zone.**
3. **All Trains hauled with electric locomotive shall invariably run with banker locomotive when speed restriction below 20Kmph is imposed, in the vicinity of the bridge.**

संलग्नक : उपरोक्त ।

(शरभ त्यागी)
उप रेल संरक्षा आयुक्त (वि.क.)

प्रतिलिपि प्रेषित - रेल संरक्षा आयुक्त, पूर्वोत्तर परिमंडल, लखनऊ ।

/ - 'कामरेल्स' लखनऊ
नं० 0522-2234538
gram : 'COMRAILS' Lucknow
o. : 0522-2234538

भारत सरकार
नागर विमानन मंत्रालय
रेल संरक्षा आयोग, पूर्वोत्तर परिमण्डल

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, NORTH EASTERN CIRCLE

दूरभाष : 2234515 (P.&T.)
Telephone : 23-291 (N.Rly.)
: 31-141 (N.E. Rly.)

हजरतगंज, लखनऊ-226 001
Hazratganj, Lucknow-226 001

No.3493/Pt.9/ SANC-220

Dated: 18.01.2018

Secretary (Civil Engineering),
Railway Board, Rail Bhawan,
New Delhi.

(Through Chief Commissioner of Railway Safety, Ashok Marg, Lucknow)

Sub : Permanent Condonation for not adopting provisions of IRSOD for new works between Varanasi City and Sarnath stations in connection with Aunrihar-Manduadih doubling and electrification work of Varanasi division of North Eastern Railway for:

(i) Minimum centre to centre distance of track on Straight and curves as per Para 1(ii) of chapter-1 on proposed BG UP line and existing BG Main line alignment between km 200/5-6 to km 200/8-9.

(ii) Minimum Horizontal Distance below the rail level upto the formation level as per Para 8 Note (iii)(a) of chapter-1 because of Bridge abutment foundation of Kashi Rail Over Bridge Br. No. 174 at km 200/6-7.

(iii) Minimum height above rail level for a distance of 1600mm on either side of centre of track for Heavy overhead structure as per Para 10(iii)(b) of Chapter-1 under the Kashi Rail Over Bridge Br. No. 174 at km 200/6-7.

Ref : N.E. Railway's Application No. W/275/Condonation/4A dated 16.01.2018.

1.0 North Eastern Railway has approached for forwarding the application for subject permanent Condonation for not adopting Minimum centre to centre distance between track, Minimum horizontal distance below rail level upto formation level and minimum height above rail level for heavy overhead structure as per IRSOD at and both the approaches of the Kashi Rail Over Bridge Br. No. 174 at km 200/6-7 in connection with doubling and electrification work. N.E. Railway has certified that it is not techo-economically feasible to remove the infringement. The minimum centre to centre distance proposed is more than the minimum distance permitted in IRSOD for existing works. On account of lesser horizontal distance below rail level upto formation level, Railway has proposed that manual deep screening of this stretch will be done. For restricted height of heavy overhead structure above rail level, railway has proposed to restrict the movement of locomotives/rolling stock higher than 4.42m and adopt special arrangement of OHE, for which approval of EIG has been obtained.

2.0 The proposal for permanent Condonation submitted by NER has been examined.

2.1 CEE/NER(EIG) has accorded prior technical approval of the schematic OHE arrangement subject to following conditions:-

(i) OHE Mast will not be provided in between the tracks under Road under bridge number 174 at km 200/6-7 Varanasi city-Sarnath of BSB division.

(ii) All other provisions of ACTM should be adhered to during execution of work and before charging final EIG sanction shall be obtained.

2.2 It has been indicated that there will be permanent speed restriction of 60 kmph on account of sharp curves at approach. The ballast cushion of 250mm below shallow depth sleepers is proposed with suitable drainage arrangement. Close monitoring of availability of clean ballast cushion and drainage arrangement will be necessary, for which suitable system shall be put in place by Railway. It will also be prudent to keep some safety margin in permitted speed over the theoretically calculated speed potential on curves.

3.0 In light of above, the permanent Condonation as requested by Railway is being forwarded for consideration of approval with following stipulations:

3.1 Permanent speed restriction of 50 kmph shall be imposed at Bridge location of Bridge no. 174 and its both approaches due to sharp curves of 3.8^0.

3.2 Rolling stock of height more than 4420mm will not be permitted through Bridge no. 174 at km 200/6-7. A Board showing this restriction and specifying "locomotives or stocks of height more than 4420mm not permitted to ply on this section" shall be exhibited at the entrance to the same. This restriction shall also be included in station working rules of Varanasi City and Sarnath Stations.

3.3 Permanent Bench Marks shall be provided to indicate the level of track to be maintained under the Bridge no. 174. This shall also be specifically got noted in SSE/P-way's section register and Gang's dairy that track at this location is not to be raised beyond the level indicated on Bench Mark.

3.4 Ballast Cleaning Machine will not work under the Bridge and this portion of track will be deep screened manually.

3.5 The measurement of clean ballast cushion will be done minimum once a year. The deep screening shall be ensured well before the clean ballast cushion reaches 150mm.

3.6 Adequate and effective drainage arrangement shall be provided and maintained as per approved plan. The effectiveness of drainage arrangement shall be ensured and certified by ADEN of section before every monsoon. The location shall be included in the list of 'Vulnerable Location' initially, which can be reviewed subsequently based on experience by CBE of Railway.

3.7 All the conditions stipulated in EIGs sanction must be strictly adhered. All the stipulations of ACTM for neutral section in mid section shall be strictly complied. The OHE shall be inspected minimum once a month at officer's level to ensure that the OHE arrangement is maintained properly.

3.8 Operation of wider stock/ ODC shall be governed by the rules of ODC movement with additional precaution that simultaneous ODC movement will not be permissible on both UP and DN line.

The application submitted by Railways along with documents is also enclosed in original in two copies.

DA : As above.

16/1/18

(Satish Kumar Pandey)
Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

Copy to : General Manager, N. E. Railway, Gorakhpur.

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

सं.2017/CEDO/SD/50 **New Delhi, Dated 02.02.2018**

The General Manager,
South Eastern Railway,
Kolkata

विषय : Condonation of existing & proposed gradient of 1 in 177 at Howrah end and 1 in 164 at Jharsuguda end (steeper than 1 in 260) in the Dhutra Station yard at km. 505.445 (from Howrah) in between Panpali and Jharsuguda Stations in connection with the construction of proposed 3rd line in Rourkela-Jharsuguda section of Chakradharpur Division of South Eastern Railway.

संदर्भ : (i) CCRS's letter no. Q. 11019/09/2017-18-T.W., dated 01.09.17.
(ii) Board's letter of even number, dated 28.12.2017.
(iii) S.E.Rly's letter no. SER/CON/HQ/DRG/Condonation/DTV/8206, dated 18.01.2018.
(iv) S.E.Rly's letter no. SER/CON/HQ/DRG/Condonation/DTV/8260, dated 23.01.2018.

S.E. Rly vide letter vide referred (iii) above, has submitted revised Form-XVII for condonation of infringement to IRSOD. However, it is seen that the same has not been routed through CCRS.

In view of above, Railway is requested to send revised case through CRS/CCRS.

Prem Sagar
2/2/18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, South Eastern Railway, Kolkata.

dc

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

सं.2018/CEDO/SR/02 **New Delhi, Dated 01.02.2018**

The General Manager,
North Western Railway,
Jaipur.

विषय : Running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach [Unique Transportation Code: LWSCN1, maximum axle load 16.25t] fitted with FIAT bogie to RDSO's Drawing No. CSC-1808 Alt.2 up to maximum speed of 110 kmph on BG section of North Western Railway.

संदर्भ : CCRS's letter no. Q. 15015/02/2017-18-T.W., dated 18.01.2018.

Vide letter referred above,CCRS has forwarded the case for Board's sanction with some observations/conditions **(copy enclosed)**.

In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 18.01.2018

अनिल कुमार 1/2/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway, Jaipur.

N/C

02/2/18

Office 379298/2018
S.No.1

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नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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फैक्स/Fax-0522-2233095, 223
E-mail : chiefcom@rediffmail

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMP
16, Ashok Marg, Lucknow-226 00

संख्या–क्यू.15015/02/2017–18–त.वि.

दिनांक:18.01.2018

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

[ध्यानार्थ:EDCE(G)]

विषय:Running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach [Unique Transportation Code: LWSCNL, maximum axle load 16.25t] fitted with FIAT bogie to RDSO's Drawing No. CSC-1808 Alt.2 up to a maximum speed of 110 kmph on BG sections of North Western Railway (NWR).

संदर्भ: (i) CRS/Western Circle's (CRS/WC) letter no. 12-5/409/1278, dated 03.01.2018
(ii) North Western Railways (NWR) Joint Safety Certificate No.JSC/09/2017, Dated 01.12.2017;Track Certificate No.TC/35/2017 & Bridge Certificate No. BC/18/2017 (signed by CBE on date 14.12.2017)
(iii) RDSO's two Final Speed Certificate Nos. (same nos.) MC/LHB/COACH, Dated 03.11.2017 upto a maximum speed of 105 & 130 kmph for track maintained to C&M-I, Vol.-I & Other than C&M-I Vol.I Standards.

Above subject case has been forwarded by CRS/WC vide letter under reference (i). NWR has processed for operation of the rolling stock mentioned in above subject upto a maximum speed 110 kmph on the basis of certificates mentioned under reference (ii) and RDSO's Speed Certificates mentioned under reference (iii) above.

Case has been examined by this office and the same is forwarded for necessary action for running of subject rolling stock upto a maximum speed of 110 (ONE HUNDRED AND TEN) kmph with the various conditions/stipulations mentioned in CRS/WC's letter mentioned under reference (i) above.

This letter issues with the approval of Chief Commissioner of Railway Safety.

18.01.2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त/पश्चिम परिमंडल–को उनके पत्र संख्या–12-5/409/1278,dated 03.01.2018 के संदर्भ में

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयुक्त)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

रेल संरक्षा आयुक्त,
पश्चिम परिमंडल,
दूसरी मंजिल, चर्चगेट स्टेशन अप भवन,
एम. के. रोड, मुम्बई - ४०० ०२०.
टेली. फैक्स : ०२२-२२०३४३५१

Commissioner of Railway Safety,
Western Circle, Second floor,
Churchgate Stn. Bldg. Annexe,
M. K. Road, Mumbai - 400 020.
Tel. Fax : 022-22034351

NO: 12-5/409/ 1278

Date: 03.01.2018

Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow

Sub: Running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach (LWSCN1) fitted with FIAT bogie up to a maximum speed of 110 Kmph on BG sections of North Western Railway.

An application received from North Western Railway for running of Broad Gauge (EOG) Non-AC 3-Tier Sleeper LHB variant Coach (LWSCN1) fitted with FIAT bogiefor maximum speed of 110 Kmph or less on various BG section of North Western Railway alongwith correspondence and enclosures and my Inspection Report of the Rolling Stock, is sent herewith for obtaining Central Government sanction.

The running of the said coachesis recommended at the speed of 110 Kmph or the speed as proposed in the North Western Railway Joint Safety Certificate No. JSC/09/2017 dated 1.12.2017 whichever is lower on the track maintained to C&M-I Vol.-I standard and track maintained to other than C&M-I Vol.-I standard.

The recommendation is subject to following conditions/ stipulations:

1. Observance of all permanent and temporary speed restrictions as notified from time to time including those additional restrictions as specified by the North Western Railway in Joint Safety Certificate No. JSC/09/2017 and Track Certificate No. TC/35/2017.
2. Ensuring compliance of all conditions/ stipulations as mentioned in Joint Safety Certificate No. JSC/09/2017, Track Certificate No. TC/35/2017, Bridge Certificate No. BC/18/2017.
3. Ensuring compliance of all conditions/ stipulations as mentioned in two RDSO Speed Certificates No. MC/LHB/COACH dated 3.11.2017 for track maintained to C&M-I Vol.-I standard and track maintained to other than C&M-I Vol.-I standard.
4. Display of location of Emergency Windows in each cabin.
5. Lock provided in Emergency Window inside the glass shall be removed for easy access to emergency window by passengers. Breaking the glass for using emergency window may become difficult to the passengers.
6. Provision of suitable arrangement at emergency windows for passengers to come out from these windows without jumping through the window. Jumping from emergency window can injure the passenger.
7. Removing confusing emergency guidelines to passengers pertaining to AC coach. Specific guidelines for this coach shall be displayed.

Encls. As above.

3-1-2018

(Sushil Chandra)
CRS WC

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

सं.2018/CEDO/SD/RS/02 **New Delhi, Dated 19.01.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of Infringements by High Output Tamping & Stabilizing machine, Model 09-3X Dynamic supplied by M/s Plasser India, Drawing No. UD00.1236-22, to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's letter No.CT/TMM/GENL, dated 16.11.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of Infringements by High Output Tamping & Stabilizing machine, Model 09-3X Dynamic supplied by M/s Plasser India, Drawing No. UD00.1236-22, to IRSOD (BG) Revised, 2004.The details of infringement w.r.t. Chapter-IV (A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 as shown in Annexure-I and other details enclosed with your above mentioned letters are as under :

(i) **Clause 2(II)** - Minimum diameter 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 9** – Maximum height above rail level for floor of any unloaded vehicle by 35mm (i.e. 1380mm instead of 1345mm)

(iv) **Clause 17** – Maximum distance apart of bogie centres for bogie vehicle by 900mm (i.e. 15800mm instead of 14900mm)

(v) **Clause 18(I)** – Minimum rigid wheel base for bogie truck of any vehicle by 30mm for main bogies and 330mm for Satellite bogie (i.e. 1800mm for main bogies and 1500mm for Satellite bogie instead of 1830mm)

(vi) **Clause 19(b)** – maximum length of body or roof for bogie vehicle by 11460mm (i.e. 32800mm instead of 21340mm)

(vii) **Clause 20(b)** – Maximum length over side buffers for bogie vehicle by 11740mm (i.e. 34040mm instead of 22300mm)

(viii) **Clause 21** – Maximum distance apart between any two adjacent axles by 1655mm (i.e. 14000mm instead of 12345mm)

—continue/page-2

Further, above condonation is subject to stipulations as under :

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

Prem Sagar 19.1.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2018/CEDO/SD/RS/02 **New Delhi, Dated 19.01.2018**

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.14011/06/2017-18-T.W, dated 03.01.2018.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. ED(Track Machine), Railway Board, New Delhi.

Prem Sagar 19.1.18

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
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. 2017/CEDO/SR/19 **New Delhi, Dated 15.01.2018**

The General Manager,
South Eastern Railway,
Garden Reach, Kolkata.

विषय : Running of BG Bogie Flat Steel Wagon type 'BFNSM 22.9 T' to RDSO Drawing no. WD-14035-S-02 Alt. Nil up to a maximum speed of 60 kmph in loaded and empty condition on different BG sections of South Eastern Railway.

संदर्भ : S.E.Rly's letter no. G/WAGON/BFNSM22.9/Pt.I, dated 01.06.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Flat Steel Wagon type 'BFNSM 22.9 T' to RDSO Drawing No. WD-14035-S-02 Alt. Nil up to a maximum speed of 60 kmph in loaded and empty condition on different BG sections of South Eastern Railway, subject to terms and conditions as mentioned in SER's Joint Safety Certificate No. 07/17, Track Certificate, Bridge Certificate, RDSO's Provisional Speed Certificates No. MW/BFNS, dated 13.01.2017 and other certificates accompanying above referred letter with stipulations as under :

(i) *Improvement to track structure, formation, bridges to be accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal, sanctioned in 2016-17 or earlier should be wiped out on priority in next one year, on routes approved for CC+8+2 traffic.*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running should be wiped out on priority in next one year by ensuring adequate maintenance blocks.*

(iv) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(v) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to strict compliance to conditions stipulated in Board's JPO no. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overloaded wagons is resorted to, minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".*

(vi) *WILDs should be installed within 15-50 km before all TXR examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall*

Prem Sagar

be detached without fail as laid down in Railway Board's JPO No. 2002/M(N)/960/1 Pt dated 29.07.08.

(vii) Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.

(viii) Railway should ensure installation of way side lubricators as per provision of IR P Way Manual in a time bound manner.

(ix) No overdue in track/rolling stock maintenance should be permitted.

(x) Separate maintenance regime to be legislated for higher axle load route.

(xi) Adequate number of WILD and 'weigh bridges' shall be progressively installed and their working closely monitored.

(xii) A detailed guidelines for operation of higher axle load train shall be issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc).

(xiii) 'Measuring wheels' shall be procured and trials be conducted to measure lateral forces

(xiv) Double distant signals shall be progressively provided in view of higher NBD/EBD.

(xv) Traction power supply shall be augmented to cater for additional load.

Prem Sagar

o/c

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383378, e-mail address: edceg@rb.railnet.gov.in]

सं. 2017/CEDO/SR/19 **New Delhi, Dated 15.01.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 15015/01/2017-18-T.W., dated 15.06.2017.
2. The General Managers, All Indian Railways (except SER)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

o/c Prem Sagar

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



S No 2

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

No.2017/CEDO/SD/IRSOD(Rev.)/O **New Delhi, dated 03.01.2018**

The Director General
Research Designs & Standards Organization,
Lucknow- 226011.

Sub: Revision to Indian Railways Schedule of Dimension (BG) Revised, 2004.

IRSOD was last revised in year 2004 i.e. 13 years back. Till now, 23 correction slips have been issued to IRSOD, 2004.

The present IRSOD is having only Static Max. Moving Dimension (MMD) Profile of rolling stock and there is no Dynamic MMD profile available in IRSOD.

Indian Railway have planned re-development of number of stations which may involve construction of RCC PF shelters/RCC roof over railway lines, improvement in PF surfaces including coping area etc. As such, later on, it will not be possible for railway to alter the permanent structures constructed during re-development of stations.

To avoid any need for change in structure constructed during re-development of stations, it is high time, railway should develop Dynamic Maximum Moving Dimension (MMD) Profile for rolling stock.

In view of above, it is requested to get the Dynamic MMD developed for Indian Railways and revise IRSOD within a fixed time frame, say 4 months. While revising the IRSOD, the various issues of lateral & vertical clearances raised by Eastern Railway vide letter no. W(8)/552/5/Coach/AC-Double Decker Chair Car; dated 23.11.2010 (copy enclosed) also needs to be addressed.

This has approval of Board (ME).

Encl: as above

Prem Sagar 3/1/18

(प्रेम सागर मुसा)
कार्यकारी निदेशक/ सिविल इंजी(जी)/ रेलवे बोर्ड
[Phone : 011-23383379, Rly no. 44803]

Copy to : PSO/Sr.PPS to MRS, MTR & MT for information of MRS, MTR & MT please.

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

Eastern Railway
(Engineering Branch)

No.W(8)/552/5/Coach/AC-Double Decker Chair Car Dated: 23-11-2010

To,
The Director General (Track)
RDSO, Manak Nagar
Lucknow

(Kind attention: Shri Sonvir Singh, ED/Track-I)

Sub: Dimensions of new BG-AC-EOG double decker chair car coaches and provisions in Indian Railways Schedule of Dimensions 1676 mm Gauge (BG): Revised, 2004

Ref: (i) RDSO's Final speed certificate No MC/CB/AC/DD dated 14-10-2010 (upto a maximum speed of 160 Kmph).
(ii) RDSO letter No CT/DHS/3/Coaches dated 11-03-2010 addressed to the Secretary (Engg), Railway Board through CCRS.
(iii) RDSO letter No MC/CB/AC/DD dated 12-03-2010 addressed to CCRS.
(vi) RDSO Drg. No CG-10013 and CG-10014 alt.1
(v) GM/ER letter No W(8)/552/20/Vol.4/AC-Double Decker dated 29-10 2010 addressed to DG/RDSO.
(vi) CBE/ER note dated 01-11-2010 to ED/Track-I/RDSO

1. The newly design double decker coaches have been cleared to run upto a maximum speed of 130 Kmph on track maintained to C&M-1 Vol-1 standard and upto maximum speed of 105 Kmph on other track subject to certain speed restrictions mentioned in the speed certificate. In terms of para 1.2 and 3.3 of the final speed certificate, these rolling stock is cleared to run upto 100 Kmph over 2 degree curve and should not run on platform line at a speed of 75 Kmph and beyond.

2. One rake of these new coaches has arrived at Howrah on 28-10-2010 where grazing marks have been found at the lower sides (at platform coping level) of the coaches. To ascertain the probable cause of the same, the availability of clearance between side of coach body and platform coping was examined with reference to the stipulated kinematic profile of these coaches and provisions of SOD. In this connection following points are brought out.

(a) In terms of para-6 of RDSO letter dated 11-03-2010, in order to run these coaches, the specified minimum clearances between kinematic profile and fixed structures is as under;
(i) Minimum clearance of 150mm to 225mm beyond kinematic profile for operation of these coaches at speeds upto 75 Kmph.
(ii) Minimum clearance above 225mm beyond kinematic profile for operation of these coaches at speeds beyond 75 Kmph.

(b) With coach width of 3135 mm at platform coping level and minimum distance of coping as 1670 mm from center of track, gross available clearance is only 102.5 mm (1670- 3135/2). In RDSO diagram CG-10014-Alt 1, in kinematic profile, total lateral shift of 114 mm from static profile/centre line of track is considered. Thus the distance of outside side body of the coach (in middle portion) from centre of track will be 1681.5 mm (3135 /2 + 114), which is more than the prescribed horizontal distance of 1670 to 1680 mm from center of track to face of passenger platform coping as per clause 3 (I) of chap II at page 11 of SOD. This means that these coaches will not provide the stipulated clearances from kinetic profile from rail level to platform coping level.

In order to run the present new AC double decker coaches, possibility of reducing lateral shift from 114 mm should be examined by RDSO. It is also essential for RDSO to stipulate the maximum permissible speed and corresponding minimum clearance between platform coping and body of the coach while moving.

(c) Para-11(c) of forwarding letter of SOD (page-3), when read along with A&C slip No 3, states that Maximum Moving Dimensions, profile shown in diagram ID (EDO/T-2202) is based on two profile viz EDO/T-1043 (for goods stock and locomotives) and EDO/T-72227 (for double decker coach). The aforesaid two profiles provide for a maximum width of 3050mm from 305mm above rail level to 840 mm above rail level when fully loaded for coaching stock, including double decker and 3135 mm for goods stock and locomotives. This is the area where the fixed structure line (coping of high level platform) exists at a minimum distance of 1670 mm from center of track.

From the aforesaid provision of SOD, MMD of a double decker coach from 305 mm to 840 mm above rail level cannot exceed 3050 mm. It appears that while designing the new coach, a width of 3135 mm has been erroneously considered at this level. It is relevant to mention that the old conventional double decker coaches were of 3050 mm width at this level. However, even a 3050 mm wide coach will provide a gross clearance of 145 mm only at platform coping level. Considering lateral shift (which will further reduce the net clearance), whether it is safe to run 3050 mm wide coaches at 130 kmph (or subsequently at 160 Kmph, for which coach has been certified fit) is also needs to be examined.

(d) At present, it appears that, MMD is taken as the permitted static dimension of rolling stock instead of kinematic profile for Rolling stock design, if it is so, this needs review. However, in case MMD profile is considered as maximum permissible dimension of the rolling stock, then SOD should also provide for a kinematic profile within which all rolling stock must be confined under static as well as moving conditions, so as to provide minimum safety clearances from fixed structure line.

3. In this connection, certain stipulations for minimum clearance between a fixed structure and rolling stock as available in Operating Manual and SOD-2004 are also reproduced below;

3.1 Provisions in Operating Manual (issued by Railway Board in 2008)

(a) In Operating Manual, while dealing with movement of ODC, for working out net clearance with fixed structure line, an allowance of 75 mm (3 inches) for lurch (horizontal movement) has been permitted. Thus while designing a Rolling Stock; maximum lateral shift should be restricted to 75 mm.

(b) For 'A' class ODC, allowed to move at sectional speed, gross clearance between consignment and fixed structure line is 228.6 mm (9") and above,. For 'B' Class ODC, permitted to run at 40 kmph, minimum gross clearance is 152.4 mm (6") and above. Any clearance less than this, classify a consignment as 'C' class ODC which can be moved only at day time upto 25 kmph with CRS sanction.

Moreover, movement of ODC is an exception and not as matter of regular running.

3.2 Provisions of SOD (2004).

(a) In Appendix at Page-33 under heading' Note on extra clearance on curves' under item 2 it has been stated that "the clearance provided between a vehicle (i.e foot boards) and the platform coping on the straight is 152mm".

In conventional rolling stock area occupied by the passengers, remains well above the platform coping level, and foot board is the only part going below the coping level where no passengers are expected to travel. For double decker coach (lower deck), whether 152 mm gross clearance is sufficient for a high speed coaches fit for 160 kmph, is to be examined. However even to provide 152 mm between platform coping and lower deck of double decker coach, coach width has to be restricted to 3036 mm only as against present width of 3135 mm.

(b) Relevant extracts of SOD, relating to minimum permissible clearances at sides of vehicles (marked 'B' in SOD) in existing tunnels and girders bridges

(i) Under any circumstances and subject to any restriction of speed which it may be considered necessary to impose:

In tunnels	On girder Bridges	Ref
305mm	229 mm at side of vehicles	Page 30 of SOD

(ii) For unrestricted speeds

In tunnels	On girder Bridges	Ref
535 mm	455 mm at side of vehicles	Page 30 of SOD

Where doors opening inwards or of the recessed or sliding type are provided, the minimum clearances in tunnels and bridges may be reduced to 380mm at 'B' (i.e. side of vehicles)

For the purpose of deciding the minimum clearance between side of lower deck and platform wall, if platform wall is considered as side of the tunnel, then for unrestricted speed, gross clearance of 380 mm can be considered, for which coach width at lower deck has to be reduced to 2580 mm.

4. Considering above, ROSO may get the issues examined and revise the existing speed certificate of double deck coaches appropriately indicating the maximum permissible lateral shift, the required clearance between kinematic profile of coach and platform coping and maximum permissible speed on platform lines for the coaches already received.

It is understood that in the meeting held in Board office between ME, MM and RDSO officials, it was decided to restrict the width of new double decker coach to 3050 mm (from 305 mm above rail level to 1065 mm) . Accordingly the revised profile of the new double decker coaches may be circulated to all concerned.

RDSO may also review the provision of SOD, for unrestricted speed, with regard to gross and net clearances (considering kinematic profile) between rolling stock and fixed structure line particularly in station yards where platform wall and coping as part of fixed structure line exist.

(G.C.Agarwal)
Principal Chief Engineer
Eastern Railway

Copy to:
(i) PPS to ME for kind information of ME
(ii) EDCE (G) Railway Board for information and necessary action.

(G.C.Agarwal)
Principal Chief Engineer
Eastern Railway

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

सं.2017/CEDO/SD/45

New Delhi, Dated 02.01.2018

The General Manager,
Central Railway,
C.S.T., Mumbai.

विषय : Condonation of Vertical infringement to minimum height from rail level to the underside of contact wire in the open line section due to EHV crossing at km. 597/4-5 & 590/7-8; in connection with Railway Electrification work of Gulbarga – Wadi section of Solapur Division of Central Railway.

संदर्भ : C.Rly's letter no. PCE/CRS/GR-WD Electrification/SUR/2017, dated 26.09.2017.

While processing above cited case, it has been observed that calculation of clearance study of crossing at Km 590 {(Km. 590/38-590/40 DN MN (110kv)} appears to be erroneous for S.No. 9, 20 & 21.

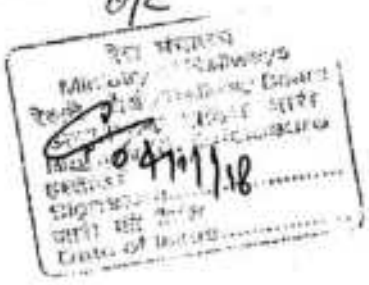
2. In view of above, Railway is requested to send clarifications on Para 1 above , so that the case can be processed further.

अनिल कुमार 02/1/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, CST, Mumbai.

O/C



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

सं. 2017/CEDO/SD/49 **New Delhi, Dated 03.01.2018**

The General Manager,
Southern Railway,
Chennai.

विषय : **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter-II, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode – Karur – Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway.

संदर्भ : Southern Rly's letter no. W.573/RE/14, dated 01.10.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter-II, Para 10 Note(iv) in existing ROB No. E.17 at Tiruchchirappalli Fort Yard regarding electrification of Erode – Karur – Tiruchchirappalli section in Tiruchchirappalli Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Rolling stock having height more than 4.42 meter shall not be allowed under the ROB as contact wire height is below 4.8 meter and above 4.69 meter.

(ii) Sanction is valid for only two years.

(iii) Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.

(iv) Special Engineering boards shall be placed at the location indicating infringement.

(v) Restrictions for ODC movement as per clearance study approved by EIG shall be notified in Working Time Table.

(vi) Measurement of vertical clearance every three months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.

(vii) Proper illumination of the area shall be done.

(viii) Area should be kept free of movable trolleys.

(ix) Special paints provided on structure to indicate infringement. Clearances shall be painted on the structure for reference.

(x) Slewing of track shall not be permitted to further worsen the infringement.

(xi) After every track maintenance, original clearances shall be checked and certified.

(xii) Construction of new ROB to be ensured within 02 years.

Prem Sagar 3.1.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

--continue to page-2

--- continue from page/1

सं. 2017/CEDO/SD/49

New Delhi, Dated 03.01.2018

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/05/2017-18-T.W., dated. 15.12.2017
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Bangaluru- 560009, w.r.t. letter no. Q.11017/12/2017 SR/1801-1803,dated 15.11.17.

(प्रेम सागर गुप्ता)
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. 2017/CEDO/SD/46 **New Delhi, Dated 03.01.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 1(ii) & note (c) of ACS-19 of Chapter –II for less track centres between existing line (Down local) and proposed new line (UP Harbour) in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway.

संदर्भ : Western Rly's letter no. W/755/Cond/2(W4), dated 08.11.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 1(ii) & note (c) of ACS-19 of Chapter –II for less track centres between existing line (Down local) and proposed new line (UP Harbour) in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

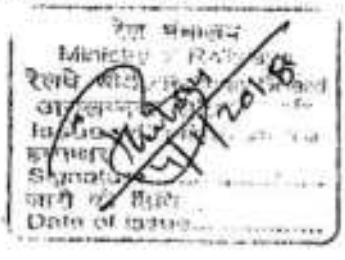
(i) No slewing of track should be done in the infringed portion.
(ii) Indication Boards should be placed between the stretches.
(iii) During the maintenance the minimum specified dimension should be ensured.

Prem Sagar
3.1.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/46 **New Delhi, Dated 03.01.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/12/2016-17-T.W., dated. 13.12.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Roard, Mumbai- 400020, w.r.t. letter no. 221/1177 dated 11.12.2017.



Prem Sagar
3.1.18
o/c (प्रेम सागर गुप्ता)
यूते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/47 **New Delhi, Dated 03.01.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 11(B)(VII & VIII) of Chapter –II for less horizontal distance from centre of track to any structure below rail level up to formation level in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway.

संदर्भ : Western Rly's letter no. W/755/Cond/3(W4), dated 01.11.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 11(B)(VII & VIII) of Chapter –II for less horizontal distance from centre of track to any structure below rail level up to formation level in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) No slewing of track should be done in the infringed portion.
(ii) Indication Boards should be placed between the stretches.
(iii) During the maintenance the minimum specified dimension should be ensured.

Prem Sagar 3.1.18
ओ/ब (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/47 **New Delhi, Dated 03.01.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/12/2016-17-T.W., dated. 13.12.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Roard, Mumbai- 400020, w.r.t. letter no. 221/1178 dated 11.12.2017.

रेल मंत्रालय Ministry of Railways
Signature
जारी की तिथि Date of issue

Prem Sagar 3.1.18
ओ/ब (प्रेम सागर गुप्ता)
यूते सचिव, रेलवे बोर्ड

REMINDER-II

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

No.2017/CEDO/SR/PC-6/01 **New Delhi, dated 01.01.2018**

The Director General (Track)
Research Designs & Standards Organization,
Lucknow- 226011.

Sub: Draft Board Memorandum for review of criteria for oscillation trial of rolling stock on Indian Railways: Modification to existing RDSO criteria and Policy Circular No. 6.

Ref: This office even letter no. dated 28.11.2017 & 19.12.2017.

With reference to the above, EDME/Fr./Railway Board has proposed a Draft Board Memorandum for review of criteria for oscillation trial of rolling stock on Indian Railways, modification to existing RDSO criteria and Policy Circular No. 6.

Please offer your comment on the above proposed modification and convey to this office latest by 04.01.2018. This may be treated as "**MOST URGENT**".

अनिल कुमार 1/1/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 011-23047598; Rly no. 47598]

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारीकी तिथि 2018
Date of Issue

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

सं. 2017/CEDO/SD/48 **New Delhi, Dated 01.01.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 1(ii) of Chapter –II for track centres of new stabling sidings at Goregaon Station in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway.

संदर्भ : Western Rly's letter no. W/755/Cond/5(W4), dated 06.11.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringement of Schedule of Dimensions as per IRSOD-2004 vide Para 1(ii) of Chapter –II for 4725mm track centres of new stabling sidings at Goregaon Station in connection with extension of Harbour line from Andheri to Goregaon of Mumbai Division in Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) No slewing of track should be done in the infringed portion.
(ii) Indication Board should be placed between the stretches.
(iii) During the maintenance the minimum specified dimension should be ensured.

Prem Sagar 1.1.18
कृ ८ (प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/48 **New Delhi, Dated 01.01.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/12/2016-17-T.W., dated. 13.12.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate Station Building, Annexe, M. K. Road, Mumbai- 400020, w.r.t. letter no. 221/1176 dated 11.12.2017.

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

Prem Sagar 1.1.18
कृ ८ (प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड