2018 P1-II

(13)

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

No. 2018/CEDO/SR/23(I) **New Delhi, Dated 28.12.2018**

General Manager
Northern Railway
New Delhi

General Manager
North Central Railway
Allahabad

The Director General,
RDSO, Manak Nagar
Lucknow.

Sub: COCR of 16-Coach formation train set (Train-18) manufactured by ICF/Chennai

Ref: (i) RDSO letter No. TS/SC/Trial, dated 12.12.2018
(ii) CCRS letter No. 12011/02/2018-19 TV, dated 21.12.2018

1. On the application of RDSO vide reference (i) above, CCRS vide reference (ii) above has forwarded the case, with the recommendation, for the sanction of the Central Government, for operation of coaches of Train – 18 up to a maximum speed of 160 kmph over Indian Railways on track maintained to C&M-I Volume I Standards with certain stipulations.
2. However, Railway Board, before granting sanction of coaches of Train 18 for commercial operations, has decided to carry out COCR for the above Train 18 on GZB- ALD section of Indian Railway on both UP & DN line at a speed of 130 kmph, after following extant procedure for carrying out COCR.
3. The formal sanction for introduction of Train-18 for commercial operations shall be considered by Railway Board after carrying out COCR.
4. GM/NR, GM/NCR and DG/RDSO are therefore advised to take necessary action to carry out the above COCR for Train 18 at the earliest.
5. This is issued with the approval of Board (MT, ME)

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड/Railway Board जारी/Issued साथ संलग्न/Enclosure with Enclosure

Prem Sagar 28.12.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL)]

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

सं.2018/CEDO/SD/RS/10 **New Delhi, Dated 21.12.2018**

The Director General ,
RDSO,
Manak Nagar, Lucknow

विषय : Introduction of coaches of 16- Coach Formation train set (Train-18), manufactured by ICF/Chennai, up to a maximum speed of **160 kmph.**

संदर्भ : CCRS's letter no. Q.12011/02/2018-19-T.W. dated 21.12.2018

CCRS vide his letter referred above, has forwarded the above cited case for Board's sanction with some observations/conditions **(copy enclosed)**.

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

DA : CCRS's letter, dated 21.12.2018

(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. **ED/Motive Power, RDSO, Manak Nagar, Lucknow,**

o/c



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

संख्या–क्यू.12011/02/2018–19–त.वि.

दिनांक 21.12.2018

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

विषय: Introduction of coaches of 16-Coach formation train set (Train-18), manufactured by ICF/Chennai, up to a maximum speed of 160 kmph.

संदर्भ–(I) RDSO Application No. TS/SC/Trial, Dated 12.12.2018 received on 14.12.2018
(II) RDSO's Final Speed Certificate No. TS/SC/Train-18/02, Dated 12.12.2018

Vide letter under reference (i), RDSO has sent the application for recommending sanction of Railway Board for introduction of subject rolling stock up to a maximum speed of 160 kmph over Indian Railways on track maintained to C&M-I Volume-I Standards.

Unique Transportation Code & Layout Drawing No. of proposed coaches of Train-18 are as under:

SN	Coach Name	Unique Transportation Code	Layout Drawing No.
1.	Driving Trailor Coach (DTC)	TS-18/DTC/AC	Train 18/DTC/AC-9-0-001
2.	Motor Coach (MC)	TS-18/MC/AC	Train 18/MC/AC-9-0-001
3.	Trailor coach (TC)	TS-18/TC/AC	Train 18/TC/AC-9-0-001
4.	Non Driving Trailor Coach (NDTC)	TS-18/NDTC/AC	Train 18/NDTC/AC-9-0-001
5.	Motor Coach- Executive Class (MC2/EC)	TS-18/MC/EC/AC	Train 18/MC/EC/AC-9-0-001
6.	Non Driving Trailor Coach - Executive Class (NDTC/EC)	TS-18/NDTC/EC/AC	Train 18/NDTC/EC/AC-9-0-001
7.	Motor Coach (MC2)	TS-18/MC2/AC	Train 18/MC2/AC-9-0-001
8.	Motor Coach (MC3)	TS-18/MC3/AC	Train 18/MC3/AC-9-0-001

The proposal has been examined by this office. Inspection of subject rolling stock was done on 19.12.2018 at Delhi Safdarjung and thereafter speed trial on 20.12.2018 from Delhi Safdarjung to Agra and Back. Based on the documents submitted along with the application and inspection and speed trial of subject rolling stock, the case is being forwarded, with the recommendation, for the sanction of the Central Government, for operation of coaches of Train-18 up to a maximum speed of **160 (ONE HUNDRED SIXTY)** kmph over Indian Railways on track maintained to C&M-I Volume-I Standards with the following conditions:

21.12.2018

पूर्वोत्तर रेलवे, मं. रे., प्र. कार्यालय परिसर 16, अशोक मार्ग, लखनऊ-226001
टेली. फोन : 0522-2233108 फैक्स : 0522-2233095
N. E. Railway, DRM Office Campus, 16-Ashok Marg, Lucknow-226001

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1. Before introducing revenue operation of Train-18 coaches, Railway shall fulfill all the conditions/stipulations given in RDSO Final Speed Certificate No. TS/SC/Train-18/02 Dated 12.12.2018, applicable for track maintained to C&M-I Volume-I Standards. Remarks of the Railway against each para of the speed certificate shall be submitted to the Commission before the actual operation.
2. All the provisions contained in the Railway Board Letter no. 2014/CE-II/TSC/1 Pt.-I dated 08.09.0216 regarding track structure for speed beyond 110 kmph should be strictly complied.
3. As per para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976-Rule 4.08 1(a).
4. Before the start of actual Train-18 operations, Railway shall conduct Signal and Radio frequency Interference trials and ensure that there are no issues related to interference with signaling and electrical installations. Copy of the report to be submitted to the Commission.
5. It is noted that oscillation trials of Train-18 are done in heterogeneous loading i.e. few coach empty and few coach loaded whereas para 2.1.2 of the speed certificate for oscillation trial dated 05.10.2018 stipulates that these are to be done in both the conditions i.e. Empty and loaded condition. Railways shall conduct oscillation trials separately in empty and loaded conditions of complete rake.
6. Railway shall ensure provision of sturdy fencing at vulnerable location on need basis for operation upto 130 kmph. For speed beyond 130 kmph and upto 160 kmph, provision of sturdy fencing all along the track shall be ensured.
7. For speed upto 130 kmph operation, all turnouts shall be fixed heel curved switches laid on PSC sleepers layout with CMS crossings.
8. For speed beyond 130 kmph and upto 160 kmph, all the turnouts in facing direction shall be laid with thick web switches with provision of clamp type lock. All the crossings shall be CMS crossing. All other turnouts shall be of fixed heel curved switch type with CMS crossing.
9. For speed beyond 130 kmph and upto 160 kmph, track geometry shall be monitored once in two months by Track Recording Car, once in a month by OMS and once in four month by Oscillograph Car.
10. For speed beyond 130 kmph, Rail grinding at regular interval shall be done on the entire route for better riding behaviour and to avoid rail fracture/weld failures. Regular greasing of all the curves in the section shall be ensured.
11. As the leading coach of Train-18 are much lighter than the locomotives, hitting of any obstruction or even cattle run over may lead to serious accident at higher speeds. Therefore,
    i. For speed more than 110 kmph, all the Level crossings shall be replaced by suitable grade separation (ROB, RUB etc.) in a time bound manner.
    ii. Railway shall identify regular trespassing locations and to avoid trespassing at these locations, suitable mechanism such as deployment of RPF personnel, regular patrolling, providing 2x2 mtr subway (for passing farmers along with cattle) etc. shall be put in place.

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12. All type of brake systems including regenerative brakes of coaches shall be in good working order during operation.
13. It is understood that 25kV cable is passing through coaches using 25kV couplers. Proper safety arrangements in case of fault in cable and couplers shall be ensured by Railways. Earthing device of all the coaches shall be maintained in healthy condition. Safety Certification for all Electrical Systems shall be done by EIG of the Zonal Railway maintaining the Rolling stock and submitted to Commission before commercial operations.
14. System of emergency evacuation of passengers, in case of accidents and malfunctioning of doors, shall be available from passenger area. Process for the same shall be prominently displayed inside the coaches.
15. In case of any deflated spring, maximum speed shall be limited to 55kmph. Suitable mechanism shall be in place for indication of deflated spring to Train driver.
16. Suitable alarm mechanism to Train driver shall be available in case of isolation of brakes of any bogie.
17. For speeds above 110 kmph OR on the sections where EBD of more than 1 km is to be catered for, double distant signal or automatic Signaling should be provided failing which suitable speed restriction is to be imposed.
18. Railway shall ensure that the pay load in the Train set coaches should not exceed more than 4.38t for Driving Trailer Coach (DTC), 6.4t for Motor Coach (MC/MC2/MC3), 6.4t for Trailer Coach (TC), 6.4t for Non-Driving Trailer Coach (NDTC), 4.32t for Motor Coach-Executive Class (MC2/EC), and 4.32t for Non-Driving Trailer Coach- Executive Class (NDTC/EC).
19. Railway shall ensure that adequate maintenance facilities and safety critical spares are available.
20. Railway shall deploy qualified and dedicated staff for the maintenance of Train-18 coaches.
21. Observations (Annexure-I) made during the inspection and the speed trial should be attended to the extent possible in the present rake before introduction of the commercial services of train-18. And in subsequent rakes, these should be implemented in toto. The compliance of the same should also be submitted to the Commission.

End: As above

24.12.2018

(Shailesh Kumar Pathak)
Chief Commissioner of Railway Safety

Copy for information to:

1. The Director General, RDSO, Lucknow

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

सं.2018/CEDO/SD/RS/10 **New Delhi, Dated 21.12.2018**

The Director General ,
RDSO,
Manak Nagar, Lucknow

विषय : Introduction of coaches of 16- Coach Formation train set (Train-18), manufactured by ICF/Chennai, up to a maximum speed of **105 kmph.**

संदर्भ : CCRS's letter no. Q.12011/01/2018-19-T.W. dated 21.12.2018

CCRS, vide his letter referred above, has forwarded the above cited case for Board's sanction with some observations/conditions (**copy enclosed**).

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

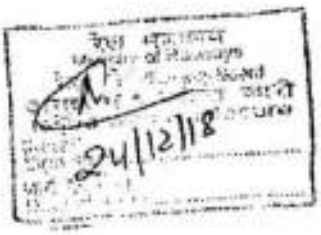
DA : CCRS's letter, dated 21.12.2018

(अनिल कुमार)
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o/c



शैलेश कुमार पाठक
Shailesh Kumar Pathak

मुख्य आयुक्त रेल संरक्षा
Chief Commissioner of Railway Safe
नागर विमानन मंत्रालय
Ministry of Civil Aviation
रेल संरक्षा आयोग
(Commission of Railway Safety)
भारत सरकार
Government of India

संख्या–ज्यू.12011/01/2018–19–रे.वि.

दिनांक:21.12.2018

सेवा में,

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

विषय: Introduction of coaches of 16-Coach formation train set (Train-18), manufactured by ICF/Chennai, up to a maximum speed of 105. kmph ..

संदर्भ:–(i) RDSO's letter No. TS/SC/Trial, dated 12.12.2018 received on 14.12.2018
(ii)RDSO's Final Speed Certificate No. TS/SC/Train-18/01, Dated 12.12.2018.

Vide letter under reference (i), RDSO has sent the application for recommending sanction of Railway Board for introduction of subject rolling stock (16 car formation Train Set) up to a maximum speed of 105 kmph over Indian Railways on track maintained to other than C&M-I Volume-I Standards.

Unique Transportation Code & Layout Drawing No. of proposed coaches of Train-18 are as under:

SN	Coach Name	Unique Transportation Code	Layout Drawing No.
1.	Driving Trailor Coach (DTC)	TS-18/DTC/AC	Train 18/DTC/AC-9-0-001
2.	Motor Coach (MC)	TS-18/MC/AC	Train 18/MC/AC-9-0-001
3.	Trailor coach (TC)	TS-18/TC/AC	Train 18/TC/AC-9-0-001
4.	Non Driving Trailor Coach (NDTC)	TS-18/NDTC/AC	Train 18/NDTC/AC-9-0-001
5.	Motor Coach- Executive Class (MC2/EC)	TS-18/MC/EC/AC	Train 18/MC/EC/AC-9-0-001
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8.	Motor Coach (MC3)	TS-18/MC3/AC	Train 18/MC3/AC-9-0-001

The proposal has been examined by this office. Inspection of subject rolling stock was done on 19.12.2018 at Delhi Safdarjung and thereafter speed trial on 20.12.2018 from Delhi Safdarjung to Agra and Back. Based on the documents submitted along with the application and inspection and speed trial of subject rolling stock, the case is being forwarded, with the recommendation, for the sanction of the Central Government, for operation of coaches of Train-18 up to a maximum speed of **105 (ONE HUNDRED FIVE)** kmph over Indian Railways on track maintained to other than C&M-I Volume-I Standards with the following conditions:

1. Before introducing revenue operation of Train-18 coaches, Railway shall fulfill all the conditions/stipulations given in RDSO Final Speed Certificate No. TS/SC/Train-18/01 Dated 12.12.2018, applicable for track maintained to other than C&M-I Volume-I Standards. Remarks of the Railway against each para of the speed certificate shall be submitted to the Commission before the actual operation.

पूर्वोत्तर रेलवे, मं. रे., प्र. कार्यालय परिसर 16, अशोक मार्ग, लखनऊ-226001
टेली. फोन : 0522-2233108 फैक्स : 0522-2233095
N. E. Railway, DRM Office Campus, 16-Ashok Marg, Lucknow-226001

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2. Before the start of commercial Train-18 operations, Railway shall conduct Signal Interference & Radio frequency trials and ensure that there are no issues related to interference with signaling and electrical installations. Copy of the report to be submitted to the Commission.

3. It is noted that oscillation trials of Train-18 are done in heterogeneous loading i.e. few coach empty and few coach loaded whereas para 2.1.2 of the speed certificate for oscillation trial dated 10.08.2018 stipulates that these are to be done in both the conditions i.e. Empty and loaded condition. Railways shall conduct oscillation trials separately in empty and loaded conditions of complete rake.

4. All type of brake systems including regenerative brakes of all the coaches shall be maintained in good working order during operation.

5. As per para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976–Rule 4.08 1(a).

6. It is understood that 25kV cable is passing through coaches using 25kV couplers. Proper safety arrangements in case of fault in cable and couplers shall be ensured by Railways. Earthing device of all the coaches shall be maintained in healthy condition. Safety Certification for all Electrical Systems shall be done by EIG of the Zonal Railway maintaining the Rolling stock and submitted to Commission before commercial operations.

7. System of emergency evacuation of passengers in case of malfunctioning of doors and accidents shall be available from passenger area. Process for the same shall be prominently displayed inside the coaches.

8. In case of any deflated spring, maximum speed shall be limited to 55kmph. Suitable mechanism shall be in place for indication of deflated spring to Train driver.

9. Suitable alarm mechanism to Train driver shall be available in case of isolation of brakes of any bogie.

10. On the section where EBD more than 1 km is to be catered for, double distant signal or automatic Signaling should be provided failing which suitable speed restriction is to be imposed.

11. Railway shall ensure that the pay load in the Train set coaches should not exceed more than 4.38t for Driving Trailer Coach (DTC), 6.4t for Motor Coach (MC/MC2/MC3), 6.4t for Trailer Coach (TC), 6.4t for Non-Driving Trailer Coach (NDTC), 4.32t for Motor Coach-Executive Class (MC2/EC), and 4.32t for Non-Driving Trailer Coach- Executive Class (NDTC/EC).

12. Railway shall ensure that adequate maintenance facilities along with safety critical spares are available.

13. Observations (Annexure-I) made during the Inspection and the speed trial should be attended to the extent possible in the present rake before introduction of the commercial services of train-18. And in subsequent rakes, these should be implemented in toto. The compliance of the same should also be submitted to the Commission.

Encl: As above

21.12.2018

(Shailesh Kumar Pathak)
Chief Commissioner of Railway Safety

Copy for information to:

1. The Director General, RDSO, Lucknow

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

सं. 2017/CEDO/SD/IRSOD/O/1 New Delhi, Dated 14.12.2018

19/12

Chief Engineer (Planning),
Central Railway,
CSMT, Mumbai.

विषय : Height of Platform at Station between Lanavala-Pune suburban section

संदर्भ : (i) C.Rly's letter no. W.828/Y/PL/DRG/POLICY/II dt. 10.10.2018.
(i) RDSO letter no. CT/SD/Rev./BG/MG dt. 30.11.2018.

Please find enclosed herewith draft correction slip in IRSOD-2004 alongwith juxtaposition submitted by RDSO vide their letter referred at (ii) above, w.r.t. "Height of Platform at Station between Lanavala-Pune suburban section".

Railway is requested to examine the same and send their comments to Board office for further necessary action.

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

DA: as above

14/12/18

(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 for information and necessary action to ED: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to :
  (i) General manager, Central Railway, CSMT, Mumbai

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
हस्ताक्षर 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/SOD(NG)/KSR/O

New Delhi, Dated 17.12.2018

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

विषय : Schedule of Dimensions (N.G:) for Electrification of Kalka – Shimla Narrow Gauge section of Northern Railway.

The electrification work for Kalka – Shimla Narrow Gauge section of Northern Railway is being considered for execution. The existing Schedule of Dimensions (N.G.) of Kalka – Shimla Narrow Gauge section was issued in January'1912 for non- electrified territory and in FPS system. The same has been converted into mm and Appendix clearances required for 25 KV single phase A.C. Electric Traction has also annexed for your ready reference.

RDSO is requested to examine the same and send the draft SOD for Electrification of Kalka – Shimla Narrow Gauge section of Northern Railway.

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

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 for information and necessary action to EDs: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to :
  (i) EDRE, 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)

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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

S.No. 1

9

संख्या–क्यू. 12014/02/NC/2018–19–तoविo

दिनांक: 08.12.2018

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

विषय: Condonation of infringement of station gradient for adopting steeper gradient sharper than 1 in 400 (herein 1 in 250) in Punjabi Bagh Interchange station on Line No. 5 (Inderlok – Mundka) section of standard Gauge corridor.

संदर्भ: रेल संरक्षा आयुक्त, उत्तर परिमण्डल, नई दिल्ली के पत्र संख्या– **2016/Q-11(3)/Inf/NC/506-508** दिनांक 05.12.2018.

The above subjected case, received from Commissioner of Railway Safety, Northern Circle, New Delhi vide letter under reference is hereby forwarded for necessary action with the following condition:-

I. Safety measures/Precaution to prevent roll down in case of the failure of ATP, any brake-down of train set etc should be incorporated in station working order.

08/12/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, उत्तर परिमण्डल, नई दिल्ली

DMRC
Case
ED/IMTP 14/12
(R.No-504-A)

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

सं. 2018/CEDO/SD/38 **New Delhi, Dated 14.12.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringement to IRSOD 2004 for less vertical clearance of ROB No. 41 at Km. 34/300-400 in Chikjajur-Rayadurga section of Mysuru Division of South Western Railway.

संदर्भ : S.W. Rly's letter no. SWR/W.439/RB Condonation (JRU-RDG Section, Br. No. 41), dated 27.7.2018 & 04.12.2018

While processing the above cited case for Board's condonation, it has been observed that Railway may review their proposal with compliance of following remarks and re-submit to Board's office.

"To explore the possibilities of lowering of track to ensure minimum clearances of 230mm to avoid movement of trains as ODC."

In view of above, Railway is requested to 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 forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi.**

o/c

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

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

No. 2018/CEDO/CRS/01 **New Delhi, dated 12.12.2018**

To,

Executive Director Standards (Motive Power)
RDSO
Lucknow, 226011

Sub: Introduction of WDG4G Locomotive over IR

Ref: RDSO letter No. SD.WDG4G.11, dated 10.12.2018

1. Reference above, RDSO is requested to peruse Rule 28 of "*The Railways (Opening for Public Carriage of Passengers) Amendment Rules, 2018*", wherein, the documents required to be submitted to Commission for seeking approval of Central Govt. through Commissioner, for introduction of new types of locomotives or rolling stock or increase in sanctioned maximum speed of existing locomotives or rolling stock, are mentioned.

2. The list does not include submission of Joint Safety Certificate (JSC).

3. The definition of Commissioner is available in Rule 2 of above said Rules.

4. RDSO is therefore advised to approach CCRS office only, for seeking approval of Central Govt. through CCRS for introduction of upgraded WDG4G locomotive over Indian Railway.

Prem Sagar
12.12.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक/ सिविल इंजी(जी)/ रेलवे बोर्ड
[Phone: 011-23383379; Rly no. 44803]

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

सं. 2018/CEDO/SD/23 New Delhi, Dated 06.12.2018

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

While processing the above cited case for Board's condonation, it has been observed that following clarifications/documents are further required :

"(a) Whether 03 stations i.e. Moula Ali, Moula Ali 'C' Cabin and Moula Ali Gate Cabin have common SWR. If not the SWR of all three location may be enclosed, duly mentioning station limits of the three stations as per definition given in IRSOD.

(b) Accordingly revised requirement of grade condonation for the steeper garadients falling within 03 stations limits may be summarised."

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

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, South Central Railway, Secunderabad.

O/C

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड Railway Board
जारी किये जाने पर संलग्नक 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. 2017/CEDO/SD/21 **New Delhi, Dated 04.12.2018**

The General Manager,
N.F. Railway,
Guwahati.

Sub: Extension of Temporary Condonation (up to 31.03.2021) for vertical infringement to IRSOD-Schedule-I, Chapter 1, 10(c) and note (b), (c) & (d) of the existing Road Over Bridge at Katihar yard in connection with Railway Electrification of Katihar – Mukuria – New Jalpaiguri – Raninagar Jalpaiguri section of Katihar Division of N.F.Railway.

Ref: (i) RB letter no 2017/CEDO/SD/21, dated 20.03.2017.
(ii) NFR's letter no. 178/W/DRG/BR/Condonation, dated 26.10.2018.

Please refer to your letter dated 26.10.2018 vide which it has been requested to extend the validity of temporary sanction of condonation till March-2021 as against existing March-2018. The temporary condonation was sanctioned & communicated vide Board's letter under reference (i) in response to Railway's commitment vide letter dated 17.03.2017 to complete the work of removal of infringement by March-2018.

Before processing the case of extension of period of temporary sanction, Railway is requested to submit the following :

(j) Chronology of action taken by Railway to comply item no. (v) of Board's letter dated 20.03.2017.
(ii) Justification (reasons) for requirement of such a long period of extension of temporary sanction i.e. March-2018 to March-2021.

Prem Sagar
4.12.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-44803(Rly.); 011-23383379(MTNL)]

Copy forwarded for information to :
Principal Chief Engineer, N.F. Railway, Guwahati. o/c

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

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

No. 2017/CEDO/SD/20 **New Delhi, Dated 04.12.2018**

The General Manager,
N.F. Railway,
Guwahati.

Sub: Extension of Temporary Condonation (up to 31.03.2021) for vertical infringement to IRSOD-Schedule-I, Chapter-I, 10(c) and note (b), (c) & (d) of the existing Foot Over Bridge at Katihar yard in connection with Railway Electrification of Katihar-Mukuria-New Jalpaiguri-Raninagar Jalpaiguri section of Katihar Division of N.F. Railway.

Ref: (i) RB letter no 2017/CEDO/SD/20, dated 20.03.2017.
(ii) NFR's letter no. 178/W/DRG/BR/Condonation, dated 26.10.2018.

Please refer to your letter dated 26.10.2018 vide which it has been requested to extend the validity of temporary sanction of condonation till March-2021 as against existing March-2018. The temporary condonation was sanctioned & communicated vide Board's letter under reference (i) in response to Railway's commitment vide letter dated 17.03.2017 to complete the work of removal of infringement by March-2018.

Before processing the case of extension of period of temporary sanction, Railway is requested to submit the following :

(i) Chronology of action taken by Railway to comply item no. (vi) of Board's letter dated 20.03.2017.
(ii) Justification (reasons) for requirement of such a long period of extension of temporary sanction i.e. March-2018 to March-2021.

Prem Sagar
04.12.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-44803(Rly.); 011-23383379(MTNL)]

Copy forwarded for information to :

Principal Chief Engineer, N.F. Railway, Guwahati.

o/c

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

सं.2018/CEDO/SD/RS/09 **New Delhi, Dated 04.12.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements of WAG11 class of Electric Locomotives, w.r.t. IRSOD (BG) Revised, 2004.

संदर्भ : (i) RDSO's letter No.CT/DEL/4000HP, dated 11.09.2018.
(ii) CCRS's letter No.Q-14011/07/2018-19-T.W., dated 13.10.2018.

With reference to your above application, dated 11.09.2018, 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(C), Schedule-I of IRSOD (BG) Revised, 2004 of WAG11 class of Electric Locomotives as shown in details enclosed with above mentioned letter, as under :

(i) **Clause 17 :** Minimum height above rail level when fully loaded for a width of 1220mm on either side of centre of track with the exception of wheels and attachments thereto by 5mm (i.e. 97mm for TM gear case bottom to R/L height instead of 102mm)

(ii) **Clause 12 –** Maximum height above rail level for a width of 760mm on either side of centre of empty locomotives (infringements are due to the pantograph in locked down condition/moving on non-electrified section as shown in drawing no. SKEL-5031, enclosed with RDSO's letter dated 11.09.2018 referred above) :

(a) Vertical infringement varies from 0mm to 134mm.
(b) Horizontal infringement varies from 0mm to 137mm.

Prem Sagar
4.12.18
(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं.2018/CEDO/SD/RS/09 **New Delhi, Dated 04.12.2018**

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-14011/07/2018-19-T.W., dated 13.10.018.
2. Commissioner of Railway Safety, all Circles.
4. Executive Directors - Track-1 and TI, RDSO, Lucknow.
5. EDEE(RS) Railway Board, New Delhi.

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

Prem Sagar
(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/RS/08 **New Delhi, Dated 04.12.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements by Muck Disposal Unit Model MFS 120 supplied by M/s Plasser India, Drawing No. SU126.40200.0.1, w.r.t. IRSOD (BG) Revised, 2004.

संदर्भ : (i) RDSO's letter No.CT/TMM/GENL, dated 19.09.2018.
(ii) CCRS's letter No.Q-14011/03/2018-19-T.W., dated 13.10.2018.

With reference to your above application, dated 19.09.2018, 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 of Muck Disposal Unit Model MFS 120 as shown in details enclosed with above mentioned letter, as under :

(i) **Clause 18(i)** – Minimum rigid wheel base for bogie truck of any vehicle by 30mm for main bogies (i.e. 1800mm for main bogies instead of 1830mm)

(ii) **Clause 20(b)** – Maximum length over side buffers for bogie vehicle by 630mm (i.e. 22930mm instead of 22300mm)

Prem Sagar
4.12.18
(प्रेम सागर गुप्ता)
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e-mail address : edceg@rb.railnet.gov.in

सं.2018/CEDO/SD/RS/08 **New Delhi, Dated 04.12.2018**

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-14011/03/2018-19-T.W., dated 13.10.18.
2. Commissioner of Railway Safety, all Circles.
3. Executive Directors - Track-1 and TM, RDSO, Lucknow.
4. EDTk(Mc) Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
कार्यकारी निदेशक/सिविल जारी
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Prem Sagar
4.12.18
(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/33

New Delhi, Dated 03.12.2018

The General Manager,
South Central Railway,
Secunderabad.

विषय : Condonation for infringement of 1 in 130 within yard limits – Guntur Division- Guntur-Tenali section – Proposed doubling of track with electrification between Tenali and Guntur section – Proposed Yard arrangements at Guntur Junction.

संदर्भ : S.C.Rly's letter no. W.573/GNT/Guntur, dated 31.05.2018.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for infringement of 1 in 130 (steeper than 1 in 260) w.r.t. Para 2(i), Note (d)(ii) of Chapter-II, Schedule-I of IRSOD from Ch: 24675.16m to Ch: 24900.40m for both UP and DN main lines within yard limits towards Tenali end of Guntur Yard inconnection with Proposed doubling of track with electrification between Tenali and Guntur section at Guntur Junction, as shown in Form-XVII and drawings, accompanying above referred letter. The above condonation is subject to stipulations as under :

(i) No load should be stabled on main line without a live engine attached.

(ii) 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.

(iii) Hand shunting and loose shunting is strictly prohibited.

(iv) Train engine of passenger train occupied by passengers should not be detached under any circumstances.

(v) Proper securing of vehicles has to be done in accordance with the GR 5.23 and SRs there under.

(vi) The above conditions shall be incorporated in SWR of Guntur station and strictly adhered to.

(vii) 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.

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

---continue/page-2

Prem Sagar

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

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

(xi) *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.*

Prem Sagar
3/12

(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

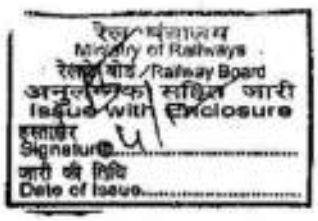
सं. 2018/CEDO/SD/33 **New Delhi, Dated 03.12.2018**

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. 11018/03/2018-19-T.V., dated. 03.09.2018.
2. The Commissioner of Railway Safety, S.C. Circle, Sarojini Devi Road, Secunderabad-500071, w.r.t. letter no. Q.11018/2/18-19/SCC, dated 09.08.2018.

Prem Sagar
3/12
(प्रेम सागर गुप्ता)
कृते सचिव,

O/C



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

सं. 2015/CEDO/SD/IRSOD/O/1 **New Delhi, Dated 28.11.2018**

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

विषय : Defining station yard limit for Flag/Halt station in Para 2, Note(e)(3) of Chapter-II of IRSOD

संदर्भ : Central Railway's letter no. W.828/Y/PL/DRG/POLICY/II dt. 06.11.2018

CE/PL/CR has sent a proposal for issuing correction slip in IRSOD-2004 w.r.t. "Defining station yard limit for Flag/Halt station in Para 2, Note(e)(3) of Chapter-II of IRSOD" (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".**

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 for information and necessary action to EDs: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to :
  (i) General manager, Central Railway, CSMT, Mumbai

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक/संलग्न जारी
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जारी की दिनांक
Date of Issue

Office of Principal Engg.
e-Office No. 493530

Central Railway. **Principal Chief Engineer's Office,**
Mumbai CSMT – 400 001

No.W.828/Y/PL/DRG/POLICY/II **Date:-** 06.11.2018

EDCE (G),
Railway Board,
Rail Bhavan,
New Delhi.

Sub: Defining station yard limits for Flag/Halt station in Para 2, Note (e)(3) of Chapter-II of IRSOD.

***

There are a number of halt/flag stations existing on the Central Railway System, which are having gradients steeper than 1 in 260. During doubling also, most of such stations continue to be flag/halt stations without any loop lines.

In ACS-16 to IRSOD (Para 2, Note (e)(3) of Chapter II) the station limits for flag/halt station are not defined clearly, as there are no turnouts nor Block Section Limit Boards. Incidentally, practice of providing Block Section Limit Boards has since been discontinued in terms of Railway Board's letter No.74/W-III/SG/Tour/LNew Delhi dated 04.11.1977 (copy enclosed for ready reference).

Now the problem arises when condonation is to be sought for steeper gradients for all such 'C' class stations. In the absence of clear demarcation of station yard limits, it becomes mandatory to prepare application for condonation at the level of Railway Board/CRS, which otherwise may be avoidable. The function of halt/flag station is to divide long block sections into smaller ones for easing out operational difficulties and improving line capacity similar to Intermediate Block Huts (IBH) except that the trains normally do not stop at IBH.

It is therefore proposed that provisions regarding steeper gradients may not be kept applicable for halt/flag stations and these may be kept out of the ambit of definition of station yards in relation to para 2, Note (e)(3), Chapter-II of IRSOD.

This is having approval of PCE.

Anylee
EDCE(G)

(S.P.S. Gupta) 6/11/18
Chief Engineer/PL

DCE/G Rly
7/11

ADE H. Just up the file & discuss

7/11/18

cc:- **AM(CE), Railway Board, New Delhi.**

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS(RAILWAY BOARD)

No: 74/W-III/SG/Tour/I.New Delhi, dt.4.11.77

The General Manager,
Central Railway,
Bombay & Others.

Sub: Block section limit boards.
Ref: Your letter No.T.721. P.48/6/75 dt. 12.2.1976.

It was noticed during the course of inspections that Block section limit boards have been provided at Class 'C' stations one of the railways. The Rly. Board have given careful consideration to othe matter and have come to the conclusion that the provision of Block section Limit board at a Class 'C'station is underable, as the block section in rear terminates at an adequate distance from the Home signal land the block section in advance commences from the Homo Signal. Thus the block section in rear and in advance actually overlap each other for the length of the adequate distance at a class 'C' station.

2. For the clearance of the block section in rear at a class'C' station,the words "and is continuint its journey" 1 General Rules 259 and 259 A are meant to counter act any error of judgement on the part of the Station Master in assessing the clearance of the adequate distance and render the provision of anything to mark the end of the adequate distance unnecessary. However,if railway still consider it desirable,they may provide a land mark at the point where the adequate distance from the Home Signal lends but such landmark should neither bear the legend 'Block Section Limit' nor in any way resemble the approved design of the Block Section limit board. Such a landmark may be mentioned in the station Working Rules for the guidance of the Station Master. At station where the Station Master's Office is situated near the end of the adequate distance from the Home Signal,or where a Clear Track Circuit is provided with an indication in the Station Master's Office that the train has cleared the adequate distance from the Home Signal,there would be no necessary for such a landmark.

GR 259,259A-GR8.04(revised).

Sd/-
Chandrika Prasad
Dy.Director/Signals,
Railway Board.

पश्चिम रेलवे
WESTERN RAILWAY

PCE

9/11/77

DyCE1Rs

S.No

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

No. 2015/CEDO/SD/IRSOD/O/1 **New Delhi, Dated 20.11.2018**

The General Manager
Central Railway
CSMT, Mumbai

Sub: Defining station yard limits for Flag/halt station in Para 2, Note (e) (3) of Chapter-II of IRSOD.

Ref: CR's letter no. W.828/Y/PL/DRG/POLICY/II, dated 06.11.2018.

With reference to your letter dated 06.11.2018 regarding applicability of note (e)(3) Para-2, Chapter-II of IRSOD for halt and flag stations, it is to mention that necessary modification have already been issued vide ACS no. 17 dated 03.08.2015 which clearly stipulates that for flag & halt stations (i.e. non block stations or class 'D' stations as per rule 1.03 of GR) note (e)(3) is applicable for 'New Lines' projects.

अनिल कुमार 9/11/18
अनिल कुमार)
निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड (सिविल इंजी.)
अनुलग्नक सहित जारी
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Signature.....
जारी की तिथि
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O/C

REMINDER

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

सं .2016/CEDO/SR/01 **New Delhi, Dated 27.11.2018**

The General Manager,
Northern Railway,
New Delhi.

विषय : Sanction for regular operation of Gatiman Express (12049/12050) comprising maximum twelve nos. LHB AC (EOG) coaches including two generator vans (i.e. LWFCZAC-2, LWSCZAC-8 & LWLRRM-2) hauled by single WAP-5 class of locomotive over New Delhi – Agra section (UP & DN lines) of Northern Railway and North Central Railway at a maximum speed of 160 kmph on track maintained to C&M-I Vol.-I standard.

संदर्भ : Board's letter of even no., dated 28.09.2018

Vide letter referred above (copy enclosed), NR was requested to send action taken report w.r.t to Board's letter of even no. dated 28.09.2018. However, reply from Northern Railway is still awaited.

Railway is again requested to send action taken report at the earliest.

27/11/18
(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, Northern Railway , Baroda House, **New Delhi**

O/C

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

S.No-24

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

सं.2016/CEDO/SR/01

New Delhi, Dated 28.09.2018

The General Manager,
Northern Railway,
New Delhi.

The General Manager,
North Central Railway,
Allahabad.

विषय : Sanction for regular operation of Gatiman Express (12049/12050) comprising maximum twelve nos. LHB AC (EOG) coaches including two generator vans (i.e. LWFCZAC-2, LWSCZAC-B & LWLRRM-2) hauled by single WAP-5 class of locomotive over New Delhi – Agra section (UP & DN lines) of Northern Railway and North Central Railway at a maximum speed of 160 kmph on track maintained to C&M-I Vol.-I standard.

संदर्भ : (i) Board's letter of even no., dated 09.01.2018

Board have permitted provisionally the operation of GATIMAN Express at 160kmph further upto September-2018 subject to the some stipulations stated in Board's letter referred above.

Railways are requested to send action taken report on the above.

Prem Sagar
28.9.18
(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, Northern Railway , Baroda House, New Delhi
2. PCE, North Central Railway, Allahabad.
3. EDCE/P, ED/B&S, ED/L&A, EDME/Chg. & ED/SDE. , Railway Board, New Delhi.

Dc

Ministry of Railways
Railway Board
Signature
Date of Issue

REMINDER – 1

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 27.11.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Regarding Gradient in Station Yards in DFCCIL.

Ref : Board's letter of even no., dated 20.09.2018.

May kindly refer to Board's letter under reference, wherein RDSO was requested to to examine the issue and send the draft correction slip in DFCCIL SSOD- **Regarding Gradient in Station Yards** (copy of relevant paper enclosed). Reply in this regard is still awaited.

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

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 :
   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
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
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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 20.09.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Regarding Gradient in Station Yards in DFCCIL.

Ref : DFCCIL letter no. 2014/HQ/EN/MA/WC/PMC/Ph-I/Corsp/CTP-1 & 2/Pt-9, dated 05.09.2018.

Director/Infra, DFCCIL, has sent a proposal w.r.t. Board's letters of even no., dated 21.08.13 & 06.07.18 for issuing correction slip in DFCCIL SSOD- **Regarding Gradient in Station Yards** (copy of relevant paper enclosed).

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

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

ok

रेल मंत्रालय
Ministry of Railways
(रेलवे बोर्ड) Railway Board
अनुदेश/संशोधन सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तारीख
Date of Issue

E-office – 472906/2018

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इन्डिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Govt. of India (Ministry of Railways) Enterprise

डेडीकेटेड फ्रेट कोरीडोर

No. 2014/HQ/EN/MA/WC/PMC/Ph-I/Corsp/CTP-1&2/Pt-9 Date: 05.09.2018

Executive Director/ CE(G),
Room No.127,
Railway Board

Sub: Regarding Gradient in Station Yards of DFCCIL.

Ref: (i) ACS 3 to DFC SSOD vide RB's letter no.2011/CEDO/SD/17/O/Pt-II dated 06.07.18.
(ii) ACS 1 to DFC SSOD vide RB's letter No.2011/CEDO/SD/17/O/Pt-II dated 21.08.13

Advance Correction Slip (ACS) No.1 to DFC SSOD circulated vide letter referred (ii) above provided that the powers of condonation for gradient steeper than 1:1200 shall be as under-

(i) Steeper than 1 in 1200 and upto 1 in 400 : Personal approval of Managing Director of DFCCIL after making efforts for providing grade as flatter as possible.
(ii) Steeper than 1 in 400 and upto 1 in 260 : Commissioner of Railway Safety.
(iii) Steeper than 1 in 260 : Railway Board through Chief Commissioner of Railway Safety.

However, Railway Board vide letter referred (i) above, issued Advance Correction Slip (ACS) No.3 to DFC SSOD which stipulates as follows-

Important

Para 8.0 (b) provides that "In case it is not possible to provide Desirable/Recommended gradient of 1 in 1200 in yards even after making effort to provide as flat as possible, reason for deviation from Desirable/Recommended gradient and upto the specified minimum gradient of 1 in 600 shall be recorded by the DFC".

Para 8.0 (d) provides that "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 upto 1 in 400: Commissioner of Railway Safety.
ii) Steeper than 1 in 400: Railway Board through Chief Commissioner of Railway Safety.

As DFCCIL is running parallel to Indian Railway track, there are limitations to the level difference that can be kept between IR & DFC for various constrains like ROW, drainage, existing bridges, ROBs etc.

Though DFCCIL is making all out efforts to provide gradients in Station Yards flatter than 1:600, however it is not always possible to provide gradient flatter than 1:600 in Station Yards. Hence, in all such cases where it is not possible to provide gradient flatter than 1:600, every time DFCCIL has to approach CRS for providing gradient steeper than 1:600 and upto 1:400.

In view of the above, Railway Board is requested to re-consider the issue and restore the condonation of station yard gradients as stipulated in Advance Correction Slip (ACS) No.1 to DFC SSOD.

(D.S. Rana)
Director/Infra

Copy: PED/Infra for kind information

Corporate office: 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi – 110 001.
Tel : 011-23454890, Fax No.011-23454701

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

सं. 2018/CEDO/SR/21 New Delhi, Dated 27.11.2018

The General Manager,
Northern Railway,
New Delhi.

विषय : Running of Twin WAGC3 locomotive converted from WDG3A locomotive up to a maximum speed of 80 kmph on various electrified sections of Northern Railway.

संदर्भ : Northern Rly's letter no. 519-W/1820, dated 08.11.2018.

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 Board's sanction for Running of Twin WAGC3 locomotive converted from WDG3A locomotive up to a maximum speed of 80 kmph on various electrified sections of Northern Railway with following stipulations :

(i) Observance of all the conditions laid down in RDSO's Final Speed Certificate No. SD.WAGC3.11 dated 12.09.2018 duly amended by Amendment No. 1 dated 02.11.2018 & Amendment No. 2 dated 19.11.2018 , which inter-alia include the following:

(a) The maximum tractive effort of the Twin WAGC-3 locomotive shall be limited to 60t (2x30t) (i.e. tractive motor current in each locomotive will be limited to 1000A in WAGC-3 locomotive with gear ratio 18:74) while running over the bridges of BGML span 25.6 m, 31.9 m and 47.3 m (effective). **The instruction shall be pasted/ printed on driver's desk.**

(b) In order to limit the tractive effort of Twin WAGC3 locomotive to 2x30 tonne, Twin WAGC3 locomotive over bridges of BGML span 25.6 m, 31.9 m and 47.3 m (effective), the driver shall operate the tractive effort limiting switch provided on the locomotives while approaching the bridges. **This instruction along with details of BGML span of 25.6 m, 31.9 m and 47.3 m (effective) shall be indicated in the working timetable of the Zonal Railway.**

(c) For BGML span 25.6 m, 31.9 m and 47.3 m (effective) if train gets stuck upon the bridges and requires tractive effort of more than 2x30 tonne Twin WAGC3 locomotive (it means that the requirement of tractive effort is more than 2x30 tonne in operation), the driver shall ask for assisting engine for banking the train in rear. **These instructions shall be incorporated in the working timetable so that all operating staff is aware of the instructions.**

(d) Operation of only those Twin WAGC3 locomotives will be permitted which are equipped with tractive effort limiting switch along with push button visual indication system ZTEL tractive effort meter and

Prem Sagar

mechanism for recording of TE limiting switch and shall be in fully working order. In case any of these features is not working, the Twin WAGC3 locomotive will not be permitted to operate over the bridges of BGML span of 25.6 m, 31.9 m and 47.3 m (effective)

(ii) **Zonal Railway shall ensure to incorporate above (i) (a) to (i)(d) conditions in the working timetable of the Zonal Railway and, in addition, Railway shall also ensure by making a suitable mechanism that these are effectively communicated to the concerned.**

(iii) Observance of all conditions mentioned in Northern Railway's Joint Safety Certificate No. SLC/BG/86/2018 dated 05.11.2018 and concomitant Track Certificate, Bridge Engineer's Certificate, and other certificate accompanying with the application, duly amended as per Amendment No.2, dated 19.11.2018.

(iv) 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.

(v) Brakes of locomotive shall be in good working order during the operation. Furher,the chasis that has been modified shall be kept under observation.

Prem Sagar

(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/21 **New Delhi, Dated 27.11.2018**

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. 21015/01/2018.19-T.V., dated 16.11.2018 & dated 24.11.2018.
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.
6. EDEE(RS), Railway Board.



Prem Sagar

(प्रेम सागर गुप्ता)
वृते सचिव, रेलवे बोर्ड

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

सं. 2014/CEDO/SR/04 New Delhi, Dated 26.11.2018

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

विषय : Movement of Over Dimensional Consignments (ODSs) on Indian Railways.

संदर्भ : (i) Board's letter of even no., dated 20.10.2014.

(ii) Advance Correction Slip (ACS) no. 29 to Indian Railways Mannual for AC Traction vide letter no. 2013/RE/161/22(32267741) dated 25.10.2018.

Instructions for movement of Over Dimensional Consignments (ODCs) on Indian Railways were issued vide letter referred at (i) above, however, in the letter restrictions in the electrified section were not included.

Further, Traction Directorate has issued an AES-29 to IR Manual for AC Traction vide referred at (ii) above, wherein maximum speed permitted is much less in AC electrified section.

To ensure that the instruction issued by Civil Engineering and Traction Directorates are followed religiously, it is essential to issue comprehensives guidelines for minimum clearance & requirement of speed restriction w.r.t. ODC movement.

RDSO is requested to issue suitable instructions to the all concerned duly incorporating all the relevant precautions mentioned in above referred letters.

This may be treated as "MOST URGENT".

o/c

DA: as above

रेलवे बोर्ड Railway Board
अनुलग्नक सहित जारी
With Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue 26/11/2018

(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 for information and necessary action to EDs: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to :
  (i) Chief Safety Officer, Central Railway, CSMT, Mumbai.
  (ii) Directors, Safety-III & Railway Electrification, Railway Board.

101)

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

सं. 2014/CEDO/SR/04 New Delhi, Dated 20.10.2014

The General Managers,
All Indian Railways.

विषय : Movement of Over Dimensional Consignments (ODCs) on Indian Railways.

संदर्भ : North Central Railway's letter no. Mech./750/Part-II, dated 09.7.14.

1. Movement of Over Dimensional Consignments (ODCs) on Indian Railways is done in terms of Railway Board's letters no. 70/WDO/ODC/1, dated 05.4.1970, no. 81/WDO/ODC/1, dated 29.4.1981, no. 82/WDO/ODC/1, dated 14.9.1982 and Chapter VI of Operating Manual - 2008. Extract of the operating portions is as under :

"Classification of ODC : ODCs are divided into 3 classes according to the minimum clearance available between the consignment and minimum fixed structure profile.

Class 'A' : Those ODC loads, which have gross clearance of 22.86 cm (9") and above.

Class 'B' : Those ODC loads, which have gross clearance of 15.24 cm (6") and above, but less than 22.86 cm (9").

Class 'C' : Those ODC loads, which have gross clearance of less than 15.24 cm (6"), but not less than 10.16 cm (4")."

Class	Sanctioning Authority	Maximum Permissible Sanctioned Speed	Movement During Day or Night	Required to be Escorted By
'A'	Within Division : DRM Inter Division of the same zone : COM Inter Railway : COM of the Zone and COM of concerned Railway	Sectional Speed	Day & Night	–
'B'	Local : DRM Inter Division / Foreign Railway : COM	BG - 40 kmph MG - 25 kmph NG - 15 kmph	Day & Night	TXR
'C'	CRS	BG - 25 kmph MG - 25 kmph NG - 15 kmph	Day	SSE (C&W), SSE (P.Way) & TI

2. The class of ODC has been defined w.r.t. *'the minimum clearance available between the consignment and the minimum fixed structure profile'* on the section. Therefore, main concern is the above referred clearance and accordingly, speeds and escorting requirements have been prescribed for the three classes of ODCs.

3. Thus, ODC of a particular class (A, B or C) in a particular section can be ODC of other class (A, B or C) in other sections of Indian Railways and, therefore, the authority for sanction, maximum permissible speed and the required escorting by Railway personnel also gets changed accordingly.

4. The subject matter has further been examined in Board and it has been considered appropriate that Class of ODC shall be decided for each block section or set of such block sections, based on clearance between the consignment and the fixed structure profile, as available in that block section.

5. Thus, the ODCs shall move at restricted speed alongwith related escort provisions for 'B' class or 'C' class ODCs only at such few block sections, where it is categorized as 'B' class or 'C' class and for remaining block sections or sections, such ODCs may be permitted to run at sectional speed as per requirement for 'A' class ODCs, where clearance between the consignment and the fixed structure profile is 22.86 cm (9") and above.

6. This issue with the approval of Board (MT, MM, ML and ME).

(आलोक कुमार) 24/10/14

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information to :-

(i) Sr.PPS to MT, MM, ML & ME for information of MT, MM, ML & ME please.

(ii) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001.

(iii) The Commissioners of Railway Safety, All Circles.

(iv) The Director General, RDSO, Manak Nagar, Lucknow.

(v) PCEs, CAOs(C), COMs, CEEs, CMEs and CSOs of all Indian Railways.

(vi) Adv./Safety, EDCE(P), EDCE/B&S-I, ED/TK(P), ED/TT(S) and ED/TT(M), Railway Board, New Delhi.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2013/RE/161/22 (3226774)

New Delhi, Dt. 25.10.2018

The General Manager (Elec.)
All Indian Railways including Metro Railway/Kolkata, CORE/Allahabad, ICF/Chennai, CLW/ Chittaranjan, RCF/Kapurthala.

The Chief Administrative Officers,
Metro Railway at Delhi, Mumbai, Chennai, Bangalore.

Director, IRIEEN, Nasik and Director, Indian Railway Centre for Advance Maintenance Technology, Gwalior.

Principal, Railway Staff College, Vadodara
The Director General, (TI/Electrical Standards/PS & EMU), RDSO/ Lucknow
Chief Commissioner of Railway Safety, Lucknow,
CRS/Northern Circle/Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South Eastern Circle/Western Circle.

CMD/RVNL, August Kranti Bhawan, Bhikaji Cama Place, New Delhi.
MD/DFCCIL, 5th floor, Paragati Maidan, Metro Station Bldg, New Delhi.
CMD/MRVC, 2nd floor Churchgate Station Bldg, Mumbai.
CMD/IRCON International Ltd C-4 District Centre, Saket, New Delhi.
CMD/RITES Rites Bhawan, Sector 29, Gurgaon, Haryana

Sub: Advance Correction Slip No. 29 to Indian Railways Manual of AC Traction (ACTM) Vol.I, Chapter IV Para-10436, 3(a), (b), (c) (Precautions For Movement of ODCs in 25KV ac Electrified Sections).

Enclosed please find herewith the modifications in Paras of Indian Railways Manual of AC Traction (ACTM) Vol.I, Chapter IV Para-10436, 3(a), (b), (c) (Precautions For Movement of ODCs in 25KV ac Electrified Sections) for your information and necessary action.

25/10/18
(A. K. Jain)
Director, Railway Electrification

Copy to : Sr. PPS to MTR, PPS to AML, PED(Safety), PED(Vig), PED(Signal), EDEE(G), EDEE(RS), EDEE(M), EDEE(Dev.), EDCE(G), DRE, DEE(RS), DEE(G), CEE/CR, CEE/WR, Sr EDTI/RDSO, Director (Safety), Dir(MTP), RB(Library)., CAO/CORE/ALD, ED(Electrical)/RVNL.

No. 2013/RE/161/22 (3226774)

ACTM Correction slip no. 29 dated 25.10.2018

Modification to Para No. 10436 item 3(a), (b), (c) of ACTM Vol. I, Chapter IV is given below:-

Para 10436 item 3(a), (b), (c):

Precautions for Movement of ODCs in 25 KV ac Electrified Sections:-

Existing Para - 10436, 3(a), (b), (c) of ACTM Vol.-I, Chapter IV	Para - 10436, 3(a), (b), (c) of ACTM Vol.-I, Chapter IV, Modified
The following are the prescribed clearances from contact wire for the passage of ODCs through electrified sections and the special restrictions required: a) Special speed restriction is not required when the gross clearance is more than 390 mm. b) Speed must be restricted to 15 Km./h when the clearance is between 390 mm and 340 mm. c) Speed must be restricted to 15 Km./h and power to OHE must be switched off when the clearance from the contact wire is less than 340 mm.	The following are the prescribed clearances from contact wire for the passage of ODCs through electrified sections and the special restrictions required: a) A special speed restriction is not required when the gross clearance is more than 250 mm. b) Speed must be restricted to 15 Km./h when the clearance is between 250 mm and 200 mm. (ODCs would not be stopped under critical locations i.e. where clearance is between 250 mm to 200 mm). c) Speed must be restricted to 15 Km./h and power to OHE must be switched off when the clearance from the contact wire is less than 200 mm.

25/10/18

(A. K. Jain)
Director, Railway Electrification

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

सं. 2015/CEDO/SD/IRSOD/O/1 New Delhi, Dated 22.11.2018

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

विषय : Delegation of Powers for condonation of yard gradient between 1 in 260 to 1 in 150 to CRS

संदर्भ : (i) GM/CR's D.O. Letter letter no. W.828/Y/PL/DRG/POLICY/II dt. 16.10.2018, addressed to Member Engineering.

(ii) CE/Con/I/SER letter No. SER/CON/HQ/DEG/Yard/Policy/5510, dated 21.11.2018

GM/CR and CE/Con/I/SER have sent a proposal for issuing correction slip in IRSOD-2004 w.r.t. *"Delegation of Powers for condonation of yard gradient between 1 in 260 to 1 in 150 to CRS"* (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".**

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 for information and necessary action to EDs: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to :
  (i) General manager, Central Railway, CSMT, Mumbai
  (ii) General manager, South Eastern Railway, Garden Reach, Kolkata.

o/c

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

CENTRAL RAILWAY

Headquarter's Office,
Engineering Branch,
CSMT – 400 001.

No. W.828/Y/PL/DRG/POLICY/II

Date 15.10.2018

EDCE (G)

Railway Board,

Rail Bhavan, New Delhi.

Sub.: - Delegation of Powers for condonation of yard gradient between 1 in 260 to 1 in 150 to CRS.

As per item no. 2 of Chapter II of Schedule I of IRSOD, the gradient in yard steeper than 1 in 260 requires Railway Board's approval through CCRS. The yard gradient between 1 in 400 to 1 in 260 can be permitted with the approval of Zonal CRS.

Presently, several works of doubling, 3rd & 4th line are sanctioned / in-progress in Zonal Railway and yard gradients in many existing stations are in violation of IRSOD. Further, Railway Board's vide letter no. 2013/W-1/Genl./0/30 Pt-II dated 04/05/2018 has decided that in Doubling, 3rd & 4th line projects, which are essentially sanctioned for decongesting the route, the existing standards may be allowed to continue.

Hence, a large no. of cases are required to be processed for seeking condonation for yard gradients steeper than 1 in 260 from Railway Board through CCRS. The process of approval of condonation from Railway Board through CRS & CCRS takes about 4 to 6 months during which the progress of these projects hampers.

It is therefore proposed that the power of condonation of yard gradient steeper than 1 in 260 and upto 1 in 150 may be delegated to Zonal CRS, which will reduce processing time substantially, besides reducing the no. of cases to be referred to Railway Board.

15/10/18

(S.P.S. Gupta)

Chief Engineer / Planning

South Eastern Railway

Office of the
Chief Administrative Office /Con
Garden Reach, Kolkata-43

No. SER/CON/HQ/DRG/Yard/Policy/ 5510 Dated: 21.11.2018

To
The Executive Director Civil Engineering (G)
Railway Board
New Delhi

Sub: Delegation of power for condonation of yard gradient between 1 in 260 and 1 in 150 to CRS.

As per item no. 2 of Chapter II of Schedule I of IRSOD, the gradient in yard steeper than 1 in 260 requires Railway Board's approval through CCRS. The yard gradient between 1 in 400 and 1 in 260 can be permitted with the approval of zonal CRS.

Presently, several works of doubling, 3rd & 4th line are sanctioned/ in progress in South Eastern zone. Due to topographical conditions of this region generally the entire section is in gradient steeper than 1 in 260. Especially the gradients at the approaches of the yards/ in the yards in many existing stations are in violation of IRSOD. As the proposed doubling/ 3rd line/ 4th lines are to be merged with existing lines (in steeper grade) there is no other alternative rather than sanction of condonation of yard gradient. Further Railway Board vide letter no. 2013/W-1/Genl./0/30/Pt. II dated 04/05/2018 has decided that in doubling, 3rd & 4th line projects which are essentially sanctioned for decongesting the route the existing standards may be allowed to continue.

Hence a large no. of cases are required to be processed for seeking condonation for yard gradients steeper than 1 in 260 from Railway Board through CCRS. The process of approval of condonation from Railway Board through CRS & CCRS takes about 4 to 6 months.

It is therefore proposed that the power of condonation of yard gradient steeper than 1 in 260 and up to 1 in 150 may be delegated to the zonal CRS, which will be easier to monitor and get sanctioned at zonal Railway/ CRS level. On the other hand referral to Railway Board will also reduce drastically.

21.11.2018
(Hitendra Goyal)
Chief Engineer /Con/I
S. E. Railway, Garden Reach

ADE
Pl. process on file
24.11.18

REMINDER-1

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

सं. 2018/CEDO/CRS/04 New Delhi, Dated 22.11.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Incident of falling of Passengers from Train No. 40518 UP Chengalpattu Jn. Chennai Beach, EMU Fast Local between Palvanthangal and St. Thomas Mount stations on 'B' line at km. 17/20-27 in Palvanthangal and St. Thomas Mount Quadruple electrified block section of Chennai Division of Southern Railway at about 08:52 hours on 23.02.2017.

Ref : Board's letter of even no., dated 17.10.2018.

May kindly refere to Board's letter referred above w.r.t. above cited subject, reply in this regard is still awaited.

Recommendations Para 9.1.14 (copy enclosed) made by the CRS/ Southern Circle, Bangalore may please be examined and Action Taken Comments may please be furnished to the undersigned at the earliest.

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 :
   DCE(P), Railway Board, Rail Bhawan, New Delhi.

O/C

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

S.No.2

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

सं. 2018/CEDO/CRS/04

New Delhi, Dated 17.10.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Incident of falling of Passengers from Train No. 40518 UP Chengalpattu Jn. Chennai Beach, EMU Fast Local between Palvanthangal and St. Thomas Mount stations on 'B' line at km. 17/20-27 in Palvanthangal and St. Thomas Mount Quadruple electrified block section of Chennai Division of Southern Railway at about 08:52 hours on 23.02.2017.

Ref : DCE(P)/RB note no. 2017/CE-II/CRS/4, dated 12.07.2018.

Please find enclosed herewith extract of Final Report, Commissioner of Railway Safety/Southern Circle, Bangalore in his Final Report of statutory inquiry into above accident.

Recommendations Para 9.1.14 (copy enclosed) made by the CRS/ Southern Circle, Bangalore may please be examined and Action Taken Comments may please be furnished to the undersigned at the earliest.

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

Encl: As above

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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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 :
   DCE(P), Railway Board, Rail Bhawan, New Delhi.

O/C



2017/1/12

सं. No. टी. T.15017A/30/2016-17/30 एस.आर SR

कापी संख्या / Copy No.

गोपनीय दस्तावेज

(न्यायालय मे एक साक्ष्यांक के रूप में प्रस्तुत अथवा उदधृत न किया जाय)

CONFIDENTIAL DOCUMENT

(Not to be produced or cited as a piece of evidence in a court of Law)

दिनांक **23-02-2017** को **8.52** बजे दक्षिण रेलवे के चेन्नई मण्डल के पल्लवरम सेंट थोमस माउण्ट चौगनी विद्युतिकृत ब्लॉक खण्ड में कि.मी. **17/29-27** पर 'बी' लाइन पर पल्लवंतंगल और सेंट माउण्ट स्टेशनों के मध्य ट्रेन सं. **40518** अप चेंगलपट्टू- चेन्नई बीच इ.एम.यू फास्ट लोकल से यात्रियों के गिरने की घटना की सांविधिक जाँच रिपोर्ट।

द्वारा

के.ए. मनोहरन

रेल संरक्षा आयुक्त

दक्षिण परिमण्डल, बेंगलूरु

REPORT ON STATUTORY INQUIRY

into

Incident of falling of passengers from train No. 40518 Up Chengalpattu - Chennai Beach EMU Fast Local between Palavathangal and St.Thomas Mount Stations on 'B' line at Km. 17/29-27 in Pallavaram - St. Thomas Mount Quadruple electrified block section of Chennai Division of Southern Railway at about 08.52 hours on 23.02.2017

By

K.A. MANOHARAN

Commissioner of Railway Safety,

Southern Circle, Bangalore

		requirement of appending 'A' marker and /or other subsidiary signals as well as number plates to the signal. Suspending that to the gantry will require a robust suspension design, which should withstand the wind pressure and should not angle towards the OHE in worst case. This has to be regularly inspected as any loose fixture can be fatal. Maintenance and inspection of the gantry and aspect will require either to use tower wagon or ladder trolley. Anyway, it will require OHE shutdown which has to be legislated. OHE shut down will be an interference to train running. Maintenance of the signal will require OHE shut down. And may be line block. OFF aspect of the signal will be far above the Loco Pilot's eye level. This can be an irritant to pilot. There are hosts of other issues due to which CLS is not provided on a gantry. This recommendation is not acceptable.	
14	The Schedule Of Dimensions-2004 which are available now do not take into consideration the complexity in the suburban systems such as running of EMU rolling stock, overhanging of passenger, high number of signals etc., Hence it is recommended that Railway shall take a relook at the SOD and formulate SODs suitable to the suburban systems. (para 7.8.)		This recommendation is being made afresh now in the Final Report.
15	Automatic door closing system with proper air flow may be provided in EMU coaches in future. (para 7.7)	It pertains to Railway Board and RDSO and also involves huge investment.	The recommendation should be studied and implemented.

Yours faithfully,

(K.A. MANOHARAN)
Commissioner of Railway Safety,
Southern Circle, Bengaluru

Date: 15.11.2017
Encl: Annexures I to XVI.

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

No. 2015/CEDO/SD/IRSOD/O/1 **New Delhi, Dated 20.11.2018**

The General Manager
Central Railway
CSMT, Mumbai

Sub: Defining station yard limits for Flag/halt station in Para 2, Note (e) (3) of Chapter-II of IRSOD.

Ref: CR's letter no. W.828/Y/PL/DRG/POLICY/II, dated 06.11.2018.

With reference to your letter dated 06.11.2018 regarding applicability of note (e)(3) Para-2, Chapter-II of IRSOD for halt and flag stations, it is to mention that necessary modification have already been issued vide ACS no. 17 dated 03.08.2015 which clearly stipulates that for flag & halt stations (i.e. non block stations or class 'D' stations as per rule 1.03 of GR) note (e)(3) is applicable for 'New Lines' projects.

अनिल कुमार 20/11/18
अनिल कुमार)
निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

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

O/C

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

सं. 2018/CEDO/SD/35 **New Delhi, Dated 19.11.2018**

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Jajpur Keonjhar Road Station : Condonation for horizontal infringement to IRSOD-I, Chapter-II,11(a)(ii & iii) of existing FOB at Jajpur Keonhar Road Railway Station of Khurda Road Division of East Coast Railway .

संदर्भ : (i) CCRS's letter No. Q.11019/05/2018-19-T.V., dated 18.09.2018

(ii) E.Co. Rly's letter no. W3/Br/CRS/Cond/FOB JJKR/3899, dated 08.05.2018

Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised,2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II ar as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

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

a/c

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

सं. 2018/CEDO/SD/34 **New Delhi, Dated 19.11.2018**

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Chatrapur Station : Condonation for horizontal infringement to IRSOD-I, Chapter-II,11(a)(ii & iii) of existing FOB at Chatrapur Railway Station of Khurda Road Division of East Coast Railway .

संदर्भ : (i) CCRS's letter No. Q.11019/04/2018-19-T.V., dated 18.09.2018

(ii) E.Co. Rly's letter no. W3/Br/CRS/Cond/FOB CAP/3897, dated 08.05.2018

Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, i, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II ar as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

19.11.18

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

o/c

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

सं 2018/CEDO/SR/21

New Delhi, Dated 16.11.2018

The General Manager,
Northern Railway,
New Delhii

विषय : Running of Twin WAGC3 locomotive converted from WDG3A locomotive upto a maximum speed of 80 kmph on various electrified sections of Northern Railway.

संदर्भ : Northern Rly's letter no. 519-W/1820, dated 08.11.2018.

CCRS, vide his letter No. Q 21015/1/2018-19-T.V., dated 16.11.2018 has forwarded the above cited 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 16.11.2018 (along with CRS/NC letter)

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, Northern Railway, Baroda House, New Delhi.

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue 19-11-18

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. 23-29(
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.21015/1/2018–19–त.वि.

दिनांक:16.11.2018

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

[ध्यानार्थ:EDCE(G)]

विषय: Running of twin WAGC-3 locomotive converted from WDG-3A locomotive upto a maximum speed of 80 kmph on various electrified sections of Northern Railway.

संदर्भ: (i) CRS/Northern Circle's (CRS/NC) letters No. 2012/Q-12(11)/NC/461-463 dt 15.11.2018.
(ii) NR's letter No. 519-W/1820, dated 08.11.2018.
(iii) Northern Railway's (NR) Joint Safety Certificate No. SLC/BG/86/2018 dt 08.11.2018, Track Certificate and Bridge Certificate.
(iv) RDSO's Final Speed Certificate No. SD.WAGC3.11, Dated 12.09.2018 and its Amendment No. 1, dated 02.11.2018.

Vide ref(ii), Northern Railway has processed for Railway Board's sanction for operation of WAGC-3 locomotive, converted from WDG-3A locomotive, upto a maximum speed 80 kmph on the basis of certificates mentioned under reference (ii) and RDSO's Final Speed Certificate and its Amendment No.1, dated 02.11.2018, mentioned under reference (iii) above.

Subject case has been forwarded by the CRS/NC vide letter under reference (i). The Proposal has been examined by this office and found to be in order. Accordingly, the same is forwarded for necessary action with the recommendation for the sanction of the Central Government for operation of subject rolling stock upto a maximum speed of **80 (Eighty) Kmph** with the following conditions/stipulations:

1. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
2. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SD.WAGC3.11, Dated 12.09.2018 and its Amendment No. 1, dated 02.11.2018 and Northern Railway's Joint Safety Certificates No. SLC/BG/86/2018 and concomitant Track and Bridge Certificates.
3. Brakes of locomotive shall be in good working order during the operation.
4. The maximum tractive effort of the twin WAGC-3 locomotive shall be limited to 60t (2x30t) (i.e. tractive motor current in each locomotive will be limited to 1000A in WAGC-3 locomotive with gear ratio 18:74) while running over the bridges. **The instruction shall be pasted / printed on driver's desk.**

5. In accordance to the clauses 2.2.3.1 (d), 2.2.3.1 (e) & 2.6.4 of Amendment no.1, dated 02.11.2018 to RDSO's Final Speed Certificate No. SD.WAGC3.11, Dated 12.09.2018 regarding conditions for running of twin WAGC-3 locomotive over bridges, **Zonal Railway shall ensure to incorporate these conditions in the working timetable of the Zonal Railway** and in addition, **Railway shall also ensure by making a suitable mechanism that these are effectively communicated to the concerned.**

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

16/11/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सि॰)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
(1) रेल संरक्षा आयुक्त/उत्तर परिमंडल–को उनके पत्र संख्या–2012/Q-12(11)/NC/461-463 dt 15.11.2018 के संदर्भ में

दूरभाष/फैक्स : 011-26886589 (DOT/FAX)
Telephone : 030-54752 / 54753 (Rly)
e-mail : crs_ncircle@yahoo.co.in

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

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

सत्यमेव जयते

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

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

No. 2012/Q-12 (11)/NC/ 461 - 463 Dt.15.11.2018

The Secretary (Civil Engg.)
Railway Board, Rail Bhawan
NEW DELHI-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

Sub: Running of Twin WAGC3 locomotive converted from WDG3A locomotive upto a maximum speed of 80 kmph on various electrified sections of Northern Railway.

Ref: GM/NR application No. 519-W/1820 dt. 08.11.2018.

Vide reference; Northern Railway has approached the Commission for forwarding the subject application to Secretary (Civil Engg.), Railway Board for according Sanction for Running of Twin WAGC3 locomotive converted from WDG3A locomotive upto a maximum speed of 80 kmph on various electrified sections of Northern Railway.

The proposal has been examined in this office. The locomotive was inspected on 14.11.2018 at Varanasi. Based on above, the proposal is forwarded with 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.SD.WAGC3.11 dt. 12.09.2018, Amendment No.1 dt.02.11.2018 and Northern Railway Joint Safety Certificate No.SLC/BG/86/2018 dt.05.11.2018 and concomitant Track and Bridge Certificates.

(iii) Maximum speed of the locomotive shall not exceed 80 kmph.

(iv) Brakes of locomotive shall be in good working order during the operation.

(v) The maximum tractive effort of the twin WAGC-3 locomotive shall be limited to 60t (2x30t) (i.e. tractive motor current in each locomotive will be limited to 1000A in WAGC-3 locomotive with gear ratio 18:74) while running over the bridges. **The instruction shall be pasted / printed on driver's desk.**

(vi) In accordance to the clauses 2.2.3.1 (d), 2.2.3.1 (e) & 2.6.4 of Amendment no.1, dated 02.11.2018 to RDSO's Final Speed Certificate No. SD.WAGC3.11, Dated 12.09.2018 regarding conditions for running of twin WAGC-3 locomotive over bridges, **Zonal Railway shall ensure to incorporate these conditions in the working timetable of the Zonal Railway and, in addition, Railway shall also ensure by making a suitable mechanism that these are effectively communicated to the concerned.**

(vii) Railway Board had condoned the infringements to IRSOD vide their letter No.2018/CEDO/SD/RS/07 dt.09.08.2018.

Inspection report of WAGC3 locomotive is enclosed.

Encl: As above

(S.K.PATHAK) 15/11/2018
COMMISSIONER OF RAILWAY SAFETY

Copy to: The General Manager, Northern Railway for information.

Scanned by CamScanner

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

सं. 2017/CEDO/SD/IRSOD/O/1 **New Delhi, Dated 15.11.2018**

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

विषय : Height of Platform at Station between Lanavala-Pune suburban section

संदर्भ : GM/C.Rly's DO letter no. W.828/Y/PL/DRG/POLICY/II dt. 11.10.2018, addressed to Member Engineering.

GM/C.Rly's, has sent a proposal for issuing correction slip in IRSOD-2004 w.r.t. inclusion of Height of Platform at Station between Lanavala-Pune suburban section for item 4 of Chapter II of Schedule of (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".**

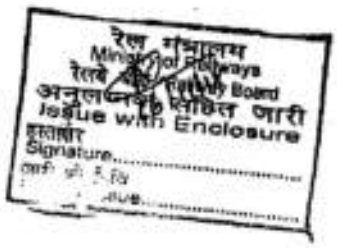
DA: GM/CR's DO letter dated 11.10.2018

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]

- Copy for information and necessary action to EDs: Track-1, RDSO Manak Nagar, Lucknow.
- Copy for information to the General manager, Central Railway, CSMT, Mumbai

D/C



देवेन्द्र कुमार शर्मा
महाप्रबंधक

Devendra Kumar Sharma
General Manager

मध्य रेल, छत्रपति शिवाजी महाराज टर्मिनस,
मुंबई - 400 001.

CENTRAL RAILWAY
CHHATRAPATI SHIVAJI MAHARAJ TERMINUS
MUMBAI - 400 001

DO No.W.828/Y/PL/DRG/POLICY/II

October 11, 2018

Dear Shri Gupta ji,

Sub: Height of Platform at Station between Lonavala-Pune suburban section.

Lonavala-Pune suburban section is having 17 nos. of suburban stations where EMU services are running for benefit of local commuters. In recent past there is exponential growth in passenger traffic in this section. Presently prescribed height of platforms from Rail Level are to be kept in the range of 760-840mm in conformity to Para 4 of Chapter-II of Schedule-I of IRSOD. The standard floor height of EMU coaches from Rail Level is approximately 1200mm, which creates excessive gap between floor of EMU coaches and Platforms approximately 360mm for maximum platform height i.e. 840mm.

In this section, this excessive gap between floor of EMU coaches and Platforms is very inconvenient to commuters especially for senior citizens, ladies, children and Divyangjan. During the peak hours, there is always possibility of mishap.

This issue had been deliberated deeply in the case of Mumbai suburban section. In order to mitigate the inconvenience to passengers and to minimize mishaps, Railway Board has issued ACS No.22 for item No.4 of Chapter II of Schedule I of IRSOD vide letter No.2011/CEDO/SD/IRSOD/O/1 dated 08.12.20017, which provides that "the height for Mumbai suburban passenger platform may be in range of 840-900 mm for reducing gap between bottom of sole bar of EMU coach & platform floor".

Since similar problems are being faced in Lonavala-Pune suburban section, it is proposed to keep the vertical clearance between Rail Level to platform floor level in range of 840 to 900mm, as has been approved for Mumbai Suburban section. It is requested to kindly convey Railway Board's approval, which will greatly help the users of EMU trains.

Yours sincerely,

(Devendra Sharma)

Shri M. K. Gupta
Member Engineering
Railway Board,
Ministry of Railways,
Rail Bhawan, New Delhi

Copy to EDCE(G)/Rly.Board - for information and necessary action.

☎ (O) 54000 ☎ +91-22-2262 1230, Fax (O) +91-22-2262-4555 email : gm@cr.railnet.gov.in

CENTRAL RAILWAY

Headquarter's Office,
Engineering Branch,
CSMT – 400 001.

No. W.828/Y/PL/DRG/POLICY/II

Date 10.10.2018

EDCE (G)

Railway Board

Sub.:- Height of Platform at Station between Lonavala- Pune suburban section.

Lonavala-Pune suburban section is having 17 nos. of suburban stations where EMU services are running for benefit of local commuters. In recent past there is exponential growth in passenger traffic in this section. Presently prescribed height of platforms from Rail Level are to be kept in the range of 760-840mm in conformity to Para 4 of Chapter –II of Schedule –I of IRSOD. The standard floor height of EMU coaches from Rail Level is approximately 1200mm, which creates excessive gap between floor of EMU coaches and Platforms approximately 360mm for maximum platform height i.e. 840mm.

In this section, this excessive gap between floor of EMU coaches and Platforms is very inconvenient to commuters especially for senior citizens, ladies, children and Divyangjan. During the peak hours, there is always possibility of mishap.

This issue had been deliberated deeply in the case of Mumbai suburban section. In order to mitigate the inconvenience to passengers and to minimize mishaps, Railway Board has issued ACS No. 22 for item no. 4 of Chapter II of Schedule I of IRSOD vide letter no. 2011/CEDO/SD/IRSOD/O/1 dated 08.12.2017, which provides that "the height for Mumbai suburban passenger platform may be in range of 840-900 mm for reducing gap between bottom of sole bar of EMU coach & platform floor".

Since similar problems are being faced in Lonavala-Pune suburban section, it is proposed to keep the vertical clearance between Rail Level to platform floor level in range of 840 to 900 mm, as has been approved for Mumbai Suburban section. It is requested to kindly convey Railway Board's approval, which will greatly help the users of EMU trains.

10/10/18

(S.P.S. Gupta)

Chief Engineer / Planning

ADE
Pl. proceed
11/10/18

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

सं. 2018/CEDO/SD/30

New Delhi, Dated 13.11.2018

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

विषय : Temporary condonation of infringements to Schedule of Dimensions (SOD) less horizontal distance between existing track line and proposed FOB under the work of "Ayodhya-Provision of second FOB at Ayodhya station for a period of 18 months.

संदर्भ : (i) CCRS's letter No. Q.12014/01/2018-19-T.V., dated 06.08.2018

(ii) N. Rly's letter no. 519-W/1713/Condonation of infringement, dated 13.07.2018

Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

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

Ok

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Annexure
हस्ताक्षरी
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/38 **New Delhi, Dated 13.11.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringement to IRSOD 2004 for less vertical clearance of ROB No. 41 at Km. 34/300-400 in Chikjajur-Rayadurga section of Mysuru Division of South Western Railway.

संदर्भ : (i) CCRS's letter No. Q.11017/04/2018-19-T.V., dated 11.10.2018

(ii) S.W. Rly's letter no. SWR/W.439/RB Condonation (JRU-RDG Section, Br. No. 41), dated 27.7.18

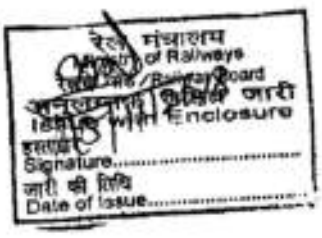
Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II ar as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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O/C



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

सं. 2018/CEDO/SD/40

New Delhi, Dated 14.11.2018

The General Manager,
West Central Railway,
Jabalpur.

विषय : Habibganj Station : Condonation of infringement to IRSOD 2004, Schedule-I, Chapter-II, Para 11(B)(iii) (ACS-16) anddd Para(B)(vii) Note(c)(ACS-16) for signal No. S35 in between existing lines at Habibganj station of Bhopal Division over West Central Railway in connection with work of third line between Habibganj-Barkhera stations.

संदर्भ : (i) CCRS's letter No. Q.11011/06/2018-19-T.V., dated 01.11.2018

(ii) W.C. Rly's letter no. W-HQ/311/BR/CRS/HBJ-BPL(3rd line)/627, dated 07.05.2018

Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]

O/C

Ministry of Railways
Railway Board
Signature.....
Date of Issue.....

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

सं.2018/CEDO/SD/RS/10 **New Delhi, Dated 14.11.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements of coaches of Train Set under the project named as **Train-18**, manufactured by ICF/Chennai, to IRSOD (BG) Revised, 2004.

संदर्भ : (i) RDSO's letter No.CT/DEL/AC/EMU/BG, dated 07.09.2018.
(ii) CCRS's letter No.Q-14011/06/2018-19-T.V., dated 23.10.2018.

With reference to your above application, dated 07.09.2018, 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 of coaches of Train Set under the project named as **Train-18**, manufactured by ICF/Chennai as shown in details enclosed with above mentioned letter, as under :

(i) **Clause 14** : Minimum height above rail level for centers of buffers & CBC couplers when fully loaded by 102mm (i.e. 928mm instead of 1030mm)

(ii) **Clause 25** : Maximum width over all projections from 1082mm above rail level to 1170mm above rail level when fully loaded - infringements of 0mm to 3.5mm from 1087.7mm above rail level to 1097.1mm above rail level.

(iv) **Clause 29** : Maximum height above rail level for a width of 760mm on either side of the center of unloaded vehicles (Ref: Sketch no. Study/Train 2018/90/001, enclosed with RDSO's letter dated 07.09.2018 referred above) :
(a) Vertical infringements at location 'A' of 0mm to 190mm.
(b) Vertical infringements at location 'B' of 0mm to 193mm.

Prem Sagar

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

सं.2018/CEDO/SD/RS/10 **New Delhi, Dated 14.11.2018**

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-14011/06/2018-19-T.V., dated 23.10.2018.
2. Commissioner of Railway Safety, all Circles.
4. Executive Directors - Track-1, Carriage, PS&EMU and TI, RDSO, Lucknow.
5. EDME(Chg.) & EDEE(RS) Railway Board, New Delhi.

O/C

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

Prem Sagar

(प्रेम सागर गुप्ता)
यूते सचिव, रेलवे बोर्ड

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

सं.2018/CEDO/SD/RS/10 **New Delhi, Dated 14.11.2018**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements of coaches of Train Set under the project named as **Train-18**, manufactured by ICF/Chennai, to IRSOD (BG) Revised, 2004.

संदर्भ : (i) RDSO's letter No.CT/DEL/AC/EMU/BG, dated 07.09.2018.
(ii) CCRS's letter No.Q-14011/06/2018-19-T.V., dated 23.10.2018.
(iii) Board's letter of even no. dated 14.11.2018

While granting the condonation of infringement of above cited coaches of Train Set under the project named as **Train-18,** Member Traction, Railway Board has passed the following remarks:

"Condonation to IRSOD with respect to pantograph is agreed. However following issue may be addressed beforehand :-

(i) Adequate electrical/mechanical protection of passenger area under pantograph may be ensured from point of view of safety of passengers.

(ii) The coupler/buffer height of intermediate coaches is at 940/928mm from rail level as against of 1035mm to 1105mm. The repercussions on train operation in event of requirement of shunting of such coaches by locomotives be explored and addressed.

In addition, the technical clearances on the 25KV AC and other critical equipments/sub systems of the train set has not been examined by the concerned design directorate of RDSO (namely PS & EMU and Electrical dtes.). It will be prudent to get the detailed technical scrutiny done from the point of view of safety of passengers as well as reliability and safety of the train operation."

2. RDSO is advised to take necessary action on the above.

Prem Sagar

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

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Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
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S/c

Copy forwarded for information to :

1. Executive Director (Track-1), RDSO, Manak Nagar, Lucknow.
2. EDME(Chg.) & EDEE(RS) Railway Board, New Delhi.

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

सं. 2018/CEDO/SD/26

New Delhi, Dated 13.11.2018

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Permanent condonation for not adopting the minimum horizontal distance from centre line of the nearest track (platform no. 2) to face of the ramp & stairs of FOB between platfor no. 1 & 2 at Hatras City Station of Izzatnagar Division of N.E.Railway.

संदर्भ : (i) CCRS's letter No. Q.11015/02/2018-19-T.V., dated 17.07.2018

(ii) N.E. Rly's letter no. W/340/FOB/Hatras City/4A, dated 30.05.2018

Vide ACS No. 25 to Indian railways Schedule of Dimensions 1676mm Gauge (BG) Revised, 2004, Commissioner of Railway safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule-I of IRSOD.

Railway may take necessary action accordingly.

Prem Sagar
13.11.18
(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

D/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
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जारी की तिथि
Date of issue.....

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

No. 2018/CEDO/SD/19 **New Delhi, Dated 08.11.2018**

The General Manager,
Southern Railway
Chennai

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: (i) CCRS's letter No Q.11017/01/2018-19-T.W., dated 17.05.2018.
(ii) SR's letter No W.573/M/280, dated 28.12.2017.

As per ACS no. 25, dated 06.11.2018 to Indian Railways Schedule of Dimensions 1676mm Guage (BG) 2004 (IRSOD), Commissioner of Railway Safety has been empowered to condone the infringements of fixed infrastructure w.r.t. IRSOD; Chapter I, II, III, V, VA & VB of Schedule I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule I of IRSOD.

Railway may take action accordingly.

अनिल कुमार 08/11/18
(अनिल कुमार)
निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL)]

P/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue 12/11/18

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

No. 2018/CEDO/SD/39 **New Delhi, Dated 08.11.2018**

The General Manager,
Central Railway
CSMT, Mumbai

Sub: Temporary condonation of infringement under item No. 1(ii) of Chapter-I, General to IRSOD 2004 for adopting less track centre of 4750mm between proposed 3rd line and existing Up main line under Bhusawal ROB km, 441.838 in connection with Jalgaon-Bhusawal 3rd line on Jalgaon-Bhusawal sectin of Central Railway.

Ref: (i) CCRS's letter No Q.11011/05/2018-19-T.W., dated 24.10.2018.
(ii) CR's letter No PCE/CRS/BSL/BSL-JL 3rd line/2017, dated 08.11.2017.

Vide ACS no. 25 to Indian Railways Schedule of Dimensions 1676mm Guage (BG) 2004 (IRSOD), Commissioner of Railway Safety has been empowered to condone the infringement to fixed infrastructure w.r.t. IRSOD; Chapter I, II, III, V, VA & VB of Schedule I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule I of IRSOD.

Railway may take action accordingly.

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

O/C

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड Railway Board
अनुरेखण हेतु जारी Issue with Endorsement
हस्ताक्षर Signature
जारी की तिथि Date of Issue 12/11/18

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

No. 2018/CEDO/SR/19 **New Delhi, Dated 08.11.2018**

The General Manager,
North Central Railway
Allahabad.

Sub: Sanction for provisional operation of Utility Track Vehicle (UTV) [Unique Transportation Code : CUTV/TA] manufactured and supplied by M/s Trident Auto Components Pvt. Ltd. Kanpur as per General Arrangement Drawing no. TACPL/UTV-001 at a maximum speed of 50 kmph when running on its own power and 60 kmph when running in train formation as a dead vehicle, over all BG sections of North Central Railway.

Ref: (i) CCRS's letter No Q.14011/02/2018-19-T.W., dated 03.09.2018.
(ii) NCR's letter No 355-W/CRS/UTV-CNB/All BG sections/NCR/Bridge, dated 27.02.2018.

With reference to North Central Railway's letter dated 27.02.2018 (Ref. ii), sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of Minisry of Railways, Railway Board is hereby communicated for Provisional operation of Utility Track Vehicle (UTV) [Unique Transportation Code : CUTV/TA] manufactured and supplied by M/s Trident Auto Components Pvt. Ltd. Kanpur as per General Arrangement Drawing no. TACPL/UTV-001 at a maximum speed of 50 kmph when running on its own power and 60 kmph when running in train formation as a dead vehicle, over all BG sections of North Central Railway, subject to terms and conditions as given in North Central Railway's Joint safety Certificate No. 01/Utility Track Vehicle(UTV)/All BG/NCR/2018, with concomitant Track & Bridge Certificate, RDSO's Provisional Speed Certificate No. TM/HM/11/34/UTV, dated 22.09.2017 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 due to track, bridges, curves, signalling and inter-locking etc..

(ii) Observance of all the conditions laid down in NCR's Joint Safety Certificate & concomitant Track & Bridge certificate and RDSO's Provisional Speed Certificate no. TM/HM/11/34/UTV, dated 22.09.2017,

(iii) When the machine is being moved either on its own power or hauled in train, it shall be ensured tht all the protruding parts are withdrawn and suitably locked, so that during the run, there is no possibility of any infringement occurring to the standard moving dimensions.

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड/Railway Board अनुलग्नक सहित जारी Issue with Enclosure हस्ताक्षर Signature..... जारी की तिथि Date of issue..... 12/11/18

...continue to page-2

Prem Sagar

(iv) While working on double/multiple line sections, Railway shall ensure that UTV or its any part shall not infringe the adjoining track and it shall be possible to permit normal operation of trains.

(v) The Condemning (worn out) wheel diameter shall not be below 700mm for proper operation of axle counter.

(vi) Brakes of the vehice shall be in perfect working order during the operation. This must be supported by a valid BPC (Break Power Certificate).

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी) रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL)]

No. 2018/CEDO/SR/19

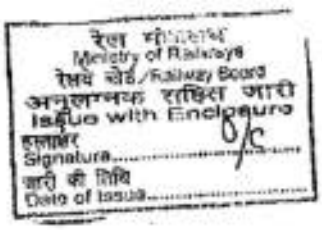
New Delhi, Dated 08.11.2018

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 NCR)
3. Director General/RDSO.
4. The Commissioner of Railwqay Safety, All Circles.
5. Executive Director – Motive Power and Track-1, RDSO Lucknow.

Prem Sagar

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



2018/CE120/SP/29

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

No. 2018/CEDO/SD/IRSOD/ACS **New Delhi, Dated 06.11.2018**

Addressed to :
(As per list mentioned below)

Sub : Addendum & Corrigendum Slip (ACS) No. 25 to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the opening paragraphs of Chapter-I, Schedules-I of Indian Railways Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & corrigendum Slip (ACS) No. 25.

Enclosure : **ACS No. 25** (01 page).

Prem Sagar
06.11.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

List for Distribution :

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

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- PSO/Sr. PPS to ME, MRS, MTr and MT for kind information of ME, MRS, MTr. and MT please
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig), AM(Traffic), Adv.(Safety), Adv.(Project), Adv.(L&A), Adv.(Bridges).
- EDCE(G), EDCE(P), EDTk(M), EDTk(Mc), EDTk(P), EDCE(B&S), EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), EDRE(P), ED(Safety)-I, ED(Safety)-II, ED(Sig), ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S) in Railway Board.

o/c

Issue pls
06/11/18

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

Addendum & Corrigendum Slip (ACS) No. 25

To

Schedule-I, Indian Railways Schedule Of Dimensions (B.G.), Revised 2004

I. Amendment To Opening Paragraphs of Chapter-I : General

(At Page – 4 of IRSOD 2004)

Opening Paragraphs shall be read as under:

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

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

The dimensions, except for existing works, are to be observed on all 1676 mm gauge on Indian Railways for execution of new works, unless prior sanction has been obtained from the Railway Board through the Commissioner/Chief Commissioner of Railway Safety. Provided further, that for execution of new works, any infringement to IRSOD Chapter I, II, III, V, VA & VB of Schedule I up to the limits prescribed, if any, in Schedule II or as mentioned against specific item in Schedule I, can be condoned by the Commissioner.

[See Diagram Nos. 1A, 1A (Modified), IB, 1C and 1D]

Note:

(1) Items 8 and 10 are applicable only to structures outside station yards. All other items are of general applicability.

(2) For running EMU and other 3660mm Stock on existing works, clearances prescribed in item 13 of Chapter I "Tunnels, Through and Semi Through Girder Bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this chapter and not only for tunnels, through and semi through girder bridges."

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

सं.2017/CEDO/SD/RS/05 New Delhi, Dated 30.10.2017

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions of AC EMU coaches for Western Railway with indigenous 3-phase propulsion system of M/s.BHEL to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's letters no.CT/DEL/AC/EMU/BG, dated 20.01.17, 22.5.17, 05.10.17 & 11.10.17.

With reference to your application dated 20.01.17 applied through CCRS, referred above and further clarifications received vide letters dated 22.05.17, 05.10.17 & 11.10.17, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions of AC EMU coaches for Western Railway with indigenous 3-phase propulsion system of M/s.BHEL 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-A, I, II & III and other details enclosed with your above mentioned letters are as under :

(i) **Clause 10** – Minimum height above rail level for floor of fully loaded passenger vehicle by 73mm (i.e 1127mm instead of 1200mm)

(ii) **Clause 14** – Minimum height above rail level for centers of buffers & CBC couplers when fully loaded by 15mm/70mm (i.e 1015mm/960mm instead of 1030mm)

(iii) **Clause 24** – Maximum width over all projections from 305mm above rail level to 1082mm above rail level, when fully loaded by 0mm (up to height of 972.5mm) to 286mm(increasing gradually at height of 1045mm and remain same as 286mm above rail level up to 1082mm)(i.e 3050mm to 3622mm instead of 3050mm)

(iv) **Clause 25** – Maximum width over all projections from 1082mm above rail level to 1170mm above rail level, when fully loaded by 286mm (at a height of 1082mm) to 186mm (decreasing gradually at height of from 1082mm to 1170mm)(i.e 3622mm instead of 3050mm increasing gradually to 3250mm)

(v) **Clause 26** – Maximum width over all projections from 1170mm above rail level, when fully loaded by 186mm (at a height of 1170mm) to 0mm (decreasing gradually at height of 3579mm)(i.e 3622mm instead of 3250mm)

...continue/page-2

(vi) **Clause 29** – maximum height above rail level for a width of 760mm on either side of the center of unloaded vehicles by 0mm to 227mm (i.e infringements due to pantograph and VCB)

Further, above condonation is subject to stipulations as under :

i. Movement of subject rolling stock would be at restricted speed at locations of structures belonging to Schedule-II of IRSOD, Revised-2004. Necessary conditions for such movement would be addressed & identified and be incorporated in the RDSO's speed certificate.

ii. Zonal Railway MUST ensure the removal of existing infringements on operating routes for the running of subject rolling stock.

iii. Zonal Railway to ensure improved maintenance of EMU rakes, improved maintenance of Track for unevenness, twist and cross level etc., and improved monitoring and corrective action to control sinkage of vertical level of track, as mentioned in Para 1.4 of RDSO's letter No. CT/DEL/AC/EMU/BG, dated 11.10.2017 (copy enclosed).

iv. Zonal Railway to ensured that height of platform does not go beyond 900mm as measured in accordance to Note (c) for item 4, 5 & 6 of Chapter II of IRSOD, Revised-2004.

Encl. RDSO's letter dated 11.10.2017

Prem Sagar 30.10.17

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/RS/05 **New Delhi, Dated 30.10.2017**

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.14011/01/2016-17-T.W, dated 10.04.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. EDEE(G) and EDME/Coaching, Railway Board, New Delhi.

Prem Sagar 30.10.17

भ/c (प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2015/CEDO/SR/13

New Delhi, Dated 07.11.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Amendment in sanction speed of RoadRailer Type 'BAFRDR' Rolling Stock.

Ref : Kirlosker Pneumatic Company Limited letter no. RR/RB, Delhi/2018-19/28, dated 11.10.2018.

Kirlosker Pneumatic Company Limited letter no. RR/RB, Delhi/2018-19/28, dated 11.10.2018, has sent a proposal w.r.t. Board's letters of even no., dated 17.11.2015 for issuing amendment in line with the maximum permissible speed in RDSO's Final Speed Certificate (copy of relevant paper enclosed).

May kindly take necessary action accordingly.

अनिल कुमार

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

ok

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

EDCE(G) 207 12-10-18

E-office - 484666/2018

KIRLOSKAR PNEUMATIC COMPANY LIMITED
A Kirloskar Group Company

Enriching Lives

RR/RB, Delhi/2018-19/28

11th October 2018

To
Executive Director Civil Engineering (G)
Railway Board, Ministry of Railways
Rail Bhawan, New Delhi-110001

Dear Sir,

Sub.: Amendment in sanction speed of RoadRailer Type 'BAFRDR' Rolling Stock

Ref.: Railway Board letter No. 2015/CEDO/SR/13 dtd. 17.11.2015;
RDSO letter no MW/CONTR/RR dated 10.12.2015

At the outset we are pleased to inform you that RoadRailer Type BAFRDR train were inducted into service at Melpakkam (Chennai) on 22nd September 2018. The train successfully completed its maiden ROUND trip journey on 5th October 2018 covering an overall distance of about 4600 Kms on Melpakkam-Palwal-Melpakkam route without any issue.

RoadRailer Operations are being introduced as a joint initiative with Indian Railways to bring new traffic from road to rail and the service is being positioned as "Teevragati Bi-modal Scheduled (TBS) service". However, as per the present sanction the maximum speed is restricted to 60 kmph which is affecting the operations over the high speed Delhi –Chennai Trunk route.

We draw your kind attention to our above referred letter wherein it was requested to amend the sanctioned speed for RoadRailer Type 'BFRDR' rolling stock as per speed recommended in the Final Speed Certificate no. MW/CONTR/RR dated 02.06.2014 issued by RDSO. Copy of the letter is enclosed for reference.

Discuss DCE/G Reg 18/10

As explained in the aforesaid letter RDSO vide their letter dated 10.12.2015 has already issued clarification to all Zonal Railways regarding recommendation of a maximum speed of 100 kmph on straight and curved track and 80 Kmph in case of station yard in empty and loaded condition based on their evaluation of the said rolling stock based on the Oscillation and EB trials conducted by them.

In view of the above it is our earnest request that the maximum sanctioned speed of RoadRailer Type 'BAFRDR" Rolling Stock may kindly be amended in line with the maximum permissible speed in RDSO's Final Speed Certificate.

ADA Copy to RDSO

Thanking you
Yours Sincerely,

Mitesh Patel

CC: ED(FM)/EDME(Freight), Railway Board

An IMS Certified Company
Manufacturer of Air, AC, Refrigeration, Gas compressors & systems and Transmission Equipments
Area Office : 607, Manjusha Building, 57, Nehru Place, New Delhi-110019 Tel. : +91 (011) 26426685
Regd. Office : Hadapsar Industrial Estate, Pune - 411 013 INDIA Tel. : +91 (20) 2672 7000
Fax : +91 (20) 2687 0297 Email : info@kpcl.net Website : www.kirloskarkpcl.com
CIN : L29120PN1974PLC110307

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

सं. 2015/CEDD/SR/13

New Delhi, Dated 17.11.2015

The General Manager,
Southern Railway,
Chennai

विषय: Sanction for running of Road Railer type "BAFRDR" rolling stock (drawing no. CONTR-9208-SD/1/Alt.II), proposed to be run on Melpakkam-Renigunta Jn. section of Southern Railway.

संदर्भ: Southern Railway's letter no. W.439/4/BAFRDR, dated 08.01.2015.

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 Road Railer type "BAFRDR" rolling stock (drawing no. CONTR-9208-SD/1/Alt.II), proposed to be run on Melpakkam-Renigunta Jn. section of Southern Railway upto maximum permissible operating speed of 60 kmph (both in empty/loaded condition) or sectional speed whichever is less after all the maintenance facilities for the rolling stock are developed, subject to terms and conditions as given in SR's Joint Safety Certificate no. 1141 BG; Track Certificate; Bridge Certificate; RDSO's Speed Certificate no. MW/CONTR/RR, dated 02.06.2014 and other certificates accompanying above referred letter with Board's comments as under :

"Further increase in speed upto 70 kmph in loaded condition and 75 kmph in empty condition shall be subject to the following:

(i) RDSO shall conduct trial, duly evaluating all the parameters given in eligibility criteria to arrive at stability of the rolling stock.

(ii) 2nd distant signal shall be provided on Arakkonam – Renigunta route by Southern Railway."

(आलोक कुमार) 17/11/15
कार्यकारी निदेशक / सिविल इंजीनियरिंग (जी) / रेलवे बोर्ड
Phone: 011-23381379 (O), 09910487502 (CUG Mobile)
Email address: ed.cegb.railnet.gov.in

सं. 2015/CEDD/SR/13

New Delhi, Dated 17.11.2015

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. 12015/01/2013-18-LW, dated 29.10.2015.
2. The General Managers, All Indian Railways (except SR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All circles.
4. Executive Directors – Motive Power and Track-I, RDSO, Lucknow.
5. Executive Director / ME (Freight), Railway Board, New Delhi.

(आलोक कुमार) 17/11/15
कृते सचिव, रेलवे बोर्ड

(Note : Copy forwarded for information to all above, by email, May be downloaded from website : www.indianrailways.gov.in from Railway Board → Civil Engineering Directorate → Sanction letters)

भारत सरकार –रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Fax : 91-0522-2452494
Tele/Fax: 0522- 2465777
dswwd.rdso@gmail.com

Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow – 226011
DID (0522)2460115
DID(0522)2465310

S.N. 969

No. MW/.CONTR/RR

Dated: 10.12.2015

महा प्रबंधक (यांत्रिक)

1. मध्य रेलवे, सी.एस.टी., मुम्बई–400 001
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता–700 001
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली–110 001
4. दक्षिण रेलवे, पार्क टाउन, एग्मोर(सी)– चेन्नई–600 003
5. दक्षिण मध्य रेलवे, सिकन्दराबाद–500 371
6. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता–700 043
7. उत्तर पूर्व रेलवे, गोरखपुर–281 001
8. उत्तर पूर्व फ्रन्टियर रेलवे, मालीगाँव, गुवाहाटी–781 001
9. पश्चिम रेलवे, चर्चगेट, मुम्बई–400 020
10. पूर्व मध्य रेलवे, हाजीपुर, बिहार–844 101
11. ईस्ट कोस्ट रेलवे, बीडीए रेटल व्हलीनी, रेलवे काम्पलेक्स चन्द्रशेखरपुर, भुवनेश्वर, उड़ीसा–016
12. उत्तर मध्य रेलवे, सुबेदार गंज, इलाहाबाद–211033
13. उत्तर पश्चिम रेलवे, जयपुर–302 006
14. दक्षिण पश्चिम रेलवे, हुबली–580 023
15. पश्चिम मध्य रेलवे, जबलपुर–482 2201
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस, काम्पलेक्स बिलासपुर–495004

Sub: Sanction for running of Road Railer type "BAFRDR" rolling stock proposed to be run on Melpakkam–Renigunta Jn. Section of Southern railway.
Ref: EDCE (G), Rly Board letter No. 2015/CEDO/SR/13 dated 17.11.2015

Road Railer wagon type "BAFRDR" has been designed & developed by M/S-KPCL, Pune with association of M/S-WABAS national ,USA. The sanction for running of Road Railer wagon type "BAFRDR" (Drawing No.CONTR-9208-SD/I/Alt .II), proposed to be run on Melpakkam-Renigunta Jn. Section of Southern Railway.

It is pertinent to highlight that detailed oscillation trial, service trial and EBD trial of BAFRDR the stock has already been conducted by RDSO in 1998, 2000, 2001 and 2014 and trial reports no MT-143 July1998, CRR-K010 August 2000, MT- 301 June 2001 and MT-1312 Rev 0 dated 11.2.14 have been published wherein said stock has been recommended to run up to a maximum speed of 100 kmph on straight and curved track and 80 kmph in case of station yard in empty(all trailers empty) and loaded (all trailers loaded) condition duly evaluating the eligibility criteria to arrive at stability of vehicle.

Above is for your kind information please.

संलग्नक: कुछ नहीं

(अजय कुमार)
कार्यकारी निदेशक मानक/माल डिब्बा

Copy:

EDCE (G), Railway Board, Rail Bhavan, New Delhi-110 001

S.No. 692

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
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Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2460116
DID (0522) 2465310

No. MW/CONTR/RR

Dated: 02.06.2014

महाप्रबंधक (इंजी),

1. मध्य रेलवे, छत्रपतिशिवाजीटर्मिनस, मुम्बई– 400 001.
2. पूर्वरेलवे, फैयरलीप्लेस, कोलकाता– 700 001.
3. उत्तररेलवे, बड़ौदाहाउस, नईदिल्ली– 110 001.
4. दक्षिणरेलवे, पार्कटाउन, चेन्नई– 600 003.
5. दक्षिण मध्य रेलवे, रेलनिलायम, सिकन्दराबाद– 500 071.
6. दक्षिणपूर्वरेलवे, गार्डनरीच, कोलकाता– 700 043.
7. पूर्वोत्तररेलवे, गोरखपुर– 273 012.
8. पूर्वोत्तरसीमान्तरेलवे, मालीगाँव, गुवाहाटी– 781 011.
9. पश्चिमरेलवे, चर्चगेट, मुम्बई– 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर– 844 101.
11. पूर्वतटीय रेलवे, बीडीए रेटलकालोनी, रेलवेकाम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, हास्टिंगरोड ,इलाहाबाद– 211 001.
13. उत्तरपश्चिमरेलवे, जयपुर– 302 006.
14. दक्षिणपश्चिमरेलवे, हुबली– 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर– 482 001.
16. दक्षिणपूर्व मध्य रेलवे, आरईआफिसकाम्पलेक्स, बिलासपुर– 495 004.
17. कोंकणरेलवेकार्पोरेशनलिमिटेड, पोस्टबाक्स नं0 8, बेलापुरभवन, सेक्टर–11, सीबीडीबेलापुर, नवीमुम्बई– 400614

विषय: **Final maximum permissible speed certificate for operation of Road Railer type 'BAFRDR' at a maximum speed of 100 kmph in straight track and curve track and 80 kmph in station yard in empty and loaded condition on Delhi-Chennai sections of Indian Railway.**

1.0 M/s Kirloskar Pneumatic Co., Pune have developed Road-cum-Rail container trailer units (Road Railer) type 'BAFRDR' to diagram Drg. No. CONTR - 9208-SD/1 Alt. II. M/s Kirloskar Pneumatic Co. signed MoU with IR i.e. Advisor Traffic Railway Board, ED Freight marketing, Railway Board dated 27th March 1996 & 19th July- 2007 respectively for line haul services and movement of Road Railer units between Delhi and Chennai. Later M/s Kirloskar Pneumatic Co., Pune have also signed an agreement for Road Railer train haulage with Chief Commercial Manager, Freight Marketing, Northern Railway, Baroda House, New Delhi on 16th March, 2011.

2.0 Road Railer type 'BAFRDR' as per drawing no. CONTR-9208-SD/1 Alt. II fitted with modified Casnub 22HS bogies and having suspension with 12 outer, 12 inner and 04 snubber springs in middle adapter & suspension with 08 outer, 08 inner and 04 snubber springs in end adapter arrangements having maximum axle load of 20.32t, 1000mm diameter wheels & spring loaded side bearer. The Road Railer bogie (middle adopter bogie) is articulated between two trailers. The leading and trailing trailers, apart from an articulated bogie(middle adopter bogie) also use a complete bogie (end adopter bogie) that carries the CBC to

couple with the loco/brake van. A rake of Road Railer thus consists of 50 nos. of trailers with 49 middle adapter bogies & 02 Nos. end adopter bogies.

3.0 One prototype three-car unit of Road Railer was subjected to oscillation trials on Lonavala- Pune (Dn Line) section of Central Railway upto maximum speed of 90kmph. The results of the oscillation trial, contained in RDSO's report no. MT-143 of July 1998 had indicated satisfactory riding of the Road Railer at the maximum speed of 90 kmph.

4.0 The Road Railer type BAFRDR was subjected to service trials from April to July 2000 on Nagpur-Mumbai section of Central Railway. The performance of the Road Railer and the results of service trial are contained in RDSO's report no. CRR-K010 (Aug 2000).

5.0 Based on the results of oscillation trials and service trials, the final speed certificate for operation of Road Railer up to a maximum speed of 80 kmph in empty condition and 75 kmph in loaded condition had been issued vide speed certificate no. MC/CONTR/RR dated 05.07.2001 for specific route of Kolad-Cochin section of Konkan/S. Railway.

6.0 Subsequently, oscillation trials of Road Railer type BAFRDR up to 110 kmph have been conducted on main line route of Lonavala- Pune (Dn Line) section of C. Railway and RDSO test report no. MT-301, June 2001 has been issued.

7.0 Emergency braking distance trial of Road Railer type BAFRDR at maximum speed of 100 kmph has been conducted in January 2014 on Katpadi-Arakkonam section of southern railway. The details are contained in RDSO report No.-RDSO/2014/TG/MT-1312/F Rev. 0 of February 2014.

8.0 Based on the oscillation trials and the test results as mentioned in RDSO's Report no. MT-143 July 1998, CRR-K010 August 2000, MT-301 June 2001 and MT-1312 Rev. 0 Dated 11.02.2014, the Road Railer type BAFRDR to Drg. No. CONTR.-9208-SD/1 Alt. II may be permitted to run up to a maximum speed of 100 kmph on straight track and curve track and 80 kmph in case of station yard in empty (all trailers empty) and loaded (all trailers loaded) conditions subjected to following conditions:

8.1 Track

8.1.1 For track to a minimum standard of 52Kg rail (72UTS) on sleeper with M+7 density and minimum depth of ballast cushion below sleeper of 250mm, which may consist of at least 100mm clean and the rest in caked up condition on compact and stable formation- maximum speed of 100 kmphon straight track and curve track and 80 kmph in case of station yard in empty and loaded conditions

8.1.2 The welds shall be protected by provision of Joggled fish plates as per provision of para 6.4 and para 8.14 of USFD Manual and para 6.3 of AT welding manual and policy instructions of Railway Board. Fish plating of rail should also be ensured as per para 251 of IRPWM 2004 regarding maintenance of rail joints.

8.1.3 Zonal Railways may insure further detailed examination of track as deemed fit based on the age cum condition basis, overdue renewal and condition of formation etc. as per provision of Chapter-III of IRPWM-2004 regarding permanent way renewals.

8.1.4 The maximum permissible speed on curves to be decided on the basis of the existing provision of Indian Railway Permanent Way Manual Reprint- 2004.

8.1.5 For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, Railway Board's letter No. 65/WDO/SR/26 dated 19/20-10-1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.

8.2 Bridges

8.2.1 The clearance refers to bridges with standard design of girders; slabs, pipe culverts, piers and abutments etc., issued by RDSO for BGML, RBG and MBG-1987 standard loadings. However, the bearings of span 78.8 m (effective) designed for BGML standard loading as per RDSO's drawing No. BA-11154 should be strengthened by providing two additional anchor bolts.

8.2.2 Superstructures & bearings of non-standard spans including Arches and sub-structures of all bridges are to be examined under the direction of the Chief Bridge Engineer concerned and certified safe with respect to current Indian Railway Standards codes with up-to-date correction slips.

8.2.3 The clearance is subject to the following parameters of Road Raller Trailer wagon.

(i)	Maximum axle load (loaded)	- 20.32 t.
(ii)	Maximum axle load (Empty)	- 6.7 t.
(iii)	Maximum C.G height from Rail level (loaded)	- 1204.5 mm
(iv)	Maximum C.G height from Rail level (Empty)	- 779 mm
(v)	Maximum braking force at Rail level /axle	- 10 % of axle load

8.2.4 Location of bridges on which speed restrictions are imposed shall be notified by the Railways and incorporated in the working timetable.

8.2.5 Other specific restrictions are applicable which are indicated in relevant speed certificates of hauling single/multiple locomotives/wagons issued by RDSO.

8.2.6 The above clause has been arrived considering bridges are in physically sound condition. Zonal Railway to certify the adequacy of bridges for permitting rolling stocks based on physical condition of bridges.

8.3 Signaling

8.3.1 Provisions of GR, SR, SEM and all extant instructions issued from time to time shall be complied with.

8.3.2 On the sections where these Road Railers are used in the rake, EBD of more than 1Km. is to be catered for, second distant signal or automatic signaling should be available, failing which suitable speed restriction is to be imposed.

8.3.3 The condonation regarding infringements in schedule of dimensions shall be obtained before such movement.

8.4 Traction Installation

8.4.1 In 25 kv AC Traction area, the CEE of the Railway shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provisions of chapter-V and V-A, Electric Traction Schedule of dimensions of 1676 mm Gauge (BG) revised 2004 with latest addendum & corrigendum slips is not violated and strictly followed to ensure its safe running.

8.4.2 In addition to above, the Chief Electrical Engineer of the concerned Railway may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and the field conditions prevailing on the particular section.

8.5 Rolling Stock

8.5.1 Safety items of the wagon shall be mentioned as per standard contained in the following documents:

(i) RDSO specification No. WD-23-BMBS-2008 for underframe mounted brake system.
(ii) RDSO specification No. 48-BD-2008 for NT coupler.
(iii) Bogie maintenance manual No.G-95
(iv) Air brake maintenance manual No. G-97
(v) Coupler maintenance manual No. G-80 for workshop staff.
(vi) Coupler maintenance manual No. G-76 for Line staff.

8.5.2 Before initiating the operation, Mechanical department of the Railway shall arrange to certify the track worthiness and safety of the rolling stock. Mechanical department shall also ensure the proper maintenance of the stock.

8.5.3 For movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer of Railway shall be referred to.

8.6 General

8.6.1 All the permanent and temporary speed restrictions in force and those that may be imposed from time to time due to track, bridges, curves, signaling and interlocking etc. shall be observed.

8.6.2 The design of Road Railer wagon infringes to maximum moving dimensions. Sanction of Railway Board has been granted for condonation of infringement to maximum moving dimensions with reference to 1 A (modified) of the B.G Schedule of dimensions involved in connection with movement of Road Railer loaded with ISO Container of 2438 mm (width) x 2591 mm height over B.G system of Indian Railways where the 'X' Class Locomotives are permitted, vide letter No. 96/CEDO/SR/28 Dated 25-09-1996.

लग्नक:

(i) Drg.No.CONTR.-9208-SD/1 Alt. II
(ii) Annexure-I: Salient features of Road railer (BAFRDR)
(iii) Annexure-II

a) WD-17-Casnub-22HS Bogie-92
b) RDSO drg.no.WD-89025-S-01 of wheel set
c) Wheel Spec. no. R-19/93 Pt.1
d) Para 2.8 of chapter 2 of IRCA Part III / 1973
e) Air Brake Maintenance Manual No. G-97
f) E/F NT.CBC Spec. No. 48-BD-08
g) Instruction & Maintenance Manual of CBC.
(i) G-80 (For workshop staff)
(ii) G-76 (For line staff)
h) Draft Gear Spec. No. 49-BD-08
i) Bogie Maintenance Manual No. G-95
j) Railway Board's letter No.66/WDO/SR/26 dated 19/20.10.1966
k) Indian Railways Permanent Way Manual reprint-2004
l) USFD manual, Revised 2012
m) Maximum moving profile of IRSOD X-class & 1D of 2004.
n) MoU between M/S KPCL & IR (Advisor Traffic R.Bd') of 27 th March,1995
o) MoU between M/S KPCL & ED/Freight marketing R.Bd' of 19 th July,2007
p) Agreement between M/S KPCL & CCM/ Freight marketing NR, Baroda house of 16 th March,2011
q) RDSO's report No. MT-143 of July 1998(Oscillation trial of Road Railer).
r) RDSO's report No. CRR-K010 of Aug 2000 (Service trial of Road Railer).
s) RDSO's report No. MT-301 of June 2001 (Oscillation trial of Road railer).
t) RDSO's report No. MT-1312 of Feb. 2014 (EBD trial of Road railer).
u) Rly Bd letter No. 96/CEDO/SR/28 Dated 26-09-1996

The above documents are enclosed in a Compact Disc.

(सी. मधुसूधनराव)
कार्यकारी निदेशक मानक / चालन शक्ति

प्रतिलिपि:

(1) सचिव(यांत्रिक / इंजी), रेलवेबोर्ड, रेलभवन,नईदिल्ली– 110001
(2)मुख्य रेल संरक्षा आयुक्त, अशोकमार्ग, लखनऊ–226001
(3)महाप्रबंधक (यांत्रिक / सातायात / संकेत एवंदूरसंचार),
1. मध्य रेलवे, छत्रपतिशिवाजीटर्मिनस, मुम्बई– 400 001.
2. पूर्वरेलवे, फैयरलीप्लेस, कोलकाता– 700 001.
3. उत्तररेलवे, बड़ौदाहाउस, नईदिल्ली– 110 001.
4. दक्षिणरेलवे, पार्कटाउन, चेन्नई– 600 003.

5. दक्षिण मध्य रेलवे, रेलनिलायम, सिकन्दराबाद– 500 071.
6. दक्षिणपूर्वरेलवे, गार्डनरीच, कोलकाता– 700 043.
7. पूर्वोत्तररेलवे, गोरखपुर– 273 012.
8. पूर्वोत्तरसीमान्तरेलवे, मालीगाँव, गुवाहाटी– 781 011.
9. पश्चिमरेलवे, चर्चगेट, मुम्बई– 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर– 844 101.
11. पूर्वतटीय रेलवे, बीडीए रेंटलकाम्प्लेक्स, रेलवेकाम्प्लेक्स, चन्द्रशेखरपुर, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, कास्टिंगरोड ,इलाहाबाद– 211 001.
13. उत्तरपश्चिमरेलवे, जयपुर– 302 006.
14. दक्षिणपश्चिमरेलवे, हुबली– 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर– 482 001.
16. दक्षिणपूर्व मध्य रेलवे, आरईआरसीकाम्प्लेक्स, बिलासपुर– 495 004.

(4) कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्टबाक्स नं0 9, बेलापुरभवन, सैक्टर–11, सीबीडीबेलापुर, नवीमुम्बई– 400614

संलग्नक: Drg. No. CONTR.-9208-SD/1 All. (

9/2014

(सी. मधुसूधनरेड्डी)
कार्यकारी निदेशक/संचालन शक्ति

Annexure-I: - Salient features of Road Railer Type BAFRDR

S.No	Description	Details
01	Principle dimension of Rolling Stock	Diagram drawing no. CONTR-9208-SD/1 a. Length over Couplers/Buffers= N/A b. Bogie center distances= (I) 12552mm (I) 12551mm (II) 11970 mm c. Wheel Base = 2000 mm d. Axle load (Empty) = 6.65 t
02	Details of Bogie and wheel	a. CASNUB 22HS(modified) Bogie (suspension 12 outer,12 inner and 04 snubber springs in middle adapter arrangement while 08 outer,08 inner and 04 snubber springs in end adapter arrangement) b. The Road Railer bogie (middle adopter bogie) is articulated between two trailers. The leading and trailing trailers use a complete bogie (end adopter bogie) that carries the GBC to couple with the loco/brake van. c. 1000 mm diameter wheel set to RDSO Drg.no.WD-89025-S-01 & specification no. R-19/93 Pt-1.
03	Details of Brake system	Bogie mounted Brake system to RDSO specification no. WD-23-BMBS-2008.
04	Detail of Brake Rigging, brake ratio and parking brake	a. Brake gear general arrangement to KPCL drawing no. C157168 & Brake Diagram drg.no.C172327 for front adapter bogie, C156160 for middle adapter bogie & C172328 for end adapter bogie. b. *Brake %age (loaded) = 19.98, 20.77&17.58 c. *Brake %age (Empty) = 42.46, 36.7 1&36.44 d. *Hand brake %age(loaded) = 28.2, 16.97 &24.8 *The above values are given for Front, Mi dle & End adapter bogies respectively.
05	Details of Coupler and buffer	a. E/F NT-Coupler to RDSO specification no 48-BD-08. b. Draft gears to RDSO specification no 49-BD-08.
06	Periodic maintenance schedules and standards (safety limits) to be followed in respect of safety items.	a. Bogie Maintenance Manual No. G-95 b. For wheel & axle ref. Para 2.8 of Chapter 2 of IRCA Part-III Addition-1973 c. Air Brake Maintenance Manual No. G-97 d. Coupler Maintenance Manual No. G-76.(for workshop staff) e. Coupler Maintenance Manual No. G-80.(for line staff)
07	Details of carrying capacity and mechanism to control overloading	• Would transport standard sized ISO containers.
08	Instruction for operation and maintenance of BAFRDR.	• Train examination procedure for Road Railer operations.

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

सं. 2018/CEDO/SD/36

New Delhi, Dated 30.10.2018

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Condonation for vertical infringement to IRSOD- Schedule-I, Chapter-I, Item No. 10(c), subsequently revised Vide ACS No. 13 Note-(b) under Road Over Bridge No. 580 A at KM. 437/3-5 in between stations Bhubaneswar (BBS) and Retang (RTN) on Howrah – Visakhapatnam main line in Khurda Road Division of East Coast Railway .

संदर्भ : E.Co. Rly's letter no. W3/Br/CRS/Cond/ROB- 580A/8542, dated 10.10.2018

Vide your letter referred above; following feedback/clarifications are further required to be submitted by Railway :

(a) The details/drawing related to proposal of track lowering beneath ROB.

(b) The special study of EIG to adopt ROB of lower height in electrified section as per SOD provisions of 5070mm at note (b), item no 10 of Chapter-II

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

अनिल कुमार 30/10/18

(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, East Coast Railway, **Bhubaneswar.**

D/C

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

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

सं. 2018/CEDO/SD/37 **New Delhi, Dated 31.10.2018**

The General Manager,
South East Central Railway,
Bilaspur.

विषय : Condonation of infringement to IRSOD 2004 for less horizontal and vertical clearances in existing Bhanwartonk DN tunnel at km. 800/30-799/32 between Khodri-Khongsara stations on Bilaspur-Katni section in Bilaspur Division of South East Central Railway.

संदर्भ : S.E.C. Rly's letter no. SECR/HQ/ENGG/BR/32/Bhanwartonk DN tunnel/, dated 27.9.18

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions. While scrutinzing the proposal, it has been observed that above structure (i.e. Dn Bhortonk Tunnel) is already covered as an exception with certain stipulations in Schedule –I, Chapter IV(A) at page 22 of IRSOD.

In this background, Railway may re-examine their requirement of condonation of this structure, which ia already covered in IRSOD- 2004, approved by Railway Board.

अनिल कुमार 31.10.18

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

Copy forwarded for information & necessary action to :

1. PCE, South East Central Railway, **Bilaspur.**

o/c

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

2018/CEDO/SD/37 Pcs-483804/18

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

0522-2233087, 2233108 (
N.E.Rly. 31-140, N.Rly. 2
फैक्स / Fax-0522-2233095, 223
E-mail : chiefcom@rediffmail

S.No.1

ADE DCE(S)

16/10

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. 11019/07/2018–19–तo वि० दिनांक: 05.10.2018

सेवा में,

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

विषय: Condonation of infringement to IRSOD 2004 for less horizontal and vertical clearances in existing Bhanwartonk DN tunnel at Km. 800/30 – 799/32 between khodri-Khongsara stations on Bilaspur-Katni Section in Bilaspur Division of South East Central Railway.

संदर्भ: संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–1136 दिनांक 28.09.2018.

The above subject case, has been received from Commissioner of Railway Safety , South Eastern Circle, Kolkata vide letter under reference. The case has been examined & found to be order and is being forwarded for necessary action with the following conditions:-

1. **Rolling stock with side height more than 3450 mm are not allowed to run.**
2. **Speed shall be restricted to 10 kmph for goods train and 20 kmph for passenger trains as existing now.**
3. **The displacement of inner rail of the curve towards the tunnel wall/sides shall be arrested by suitable means and once in quarter these measurements have to be taken and recorded.**
4. **Division safety team shall inspect the tunnel once in 6 months to ascertain the infringement details and on the quantum of the damage to the tunnel structure.**
5. **First TXR depot immediately located after the tunnel on both sides shall look for the grazing marks on the trains to assess the damages and take necessary corrective action.**
6. **Frequent announcement to made at the stations adjacent to the tunnel for the passengers not to lean outside the coaches.**
7. **Tunnel shall be properly illuminated.**
8. **Restrictions shall be imposed on the ODC stocks and shall be made available in the working timetable.**
9. **The infringement has to be removed by providing additional tunnel as early As possible within 2 years and the existing tunnel be widened to remove the infringement as per RDSO's suggestions.**

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

08/10/2018.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

सत्यमेव जयते

भारत सरकार
नगर विमानन मंत्रालय
रेल सुरक्षा आयोग, दक्षिण - पूर्व परिमंडल
14, स्ट्रैण्ड रोड, (12 तल), कोलकाता 700 001
दूरभाष : 22484858 (बी.एस.एन.एल)
44604 (एस ई आर), 27062 (ई आर)
फैक्स : 22484858 (बी.एस.एन.एल.), 42221 (एस ई आर)
दूरभाष : 2262 7724, फैक्स : 2262 7724 (बी.एस.एन.एल)
संख्या / No. 1136

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, S.E. CIRCLE
14, STRAND ROAD, (12TH FLOOR), KOLKATA-700 001
PHONE : 2248 4858 (BSNL), 44604 (SER), 27062 (ER)
FAX : 22484858 (BSNL), 42221 (SER)
PHONE : 2262-7724 (BSNL)
FAX : 2262-7724 (BSNL)
दिनांक / Date 28.9.2018

To

The Secretary (Civil Engg.)
Railway Board, Rail Bhavan
New Delhi

(Through Chief Commissioner of Railway Safety, Manak Nagar, Lucknow)

Sub: Condonation of infringement to IRSOD 2004 for less horizontal and vertical clearances in existing Bhanwartonk DN tunnel at km 800/30 – 799/32 between Khodri-Khongsara stations on Bilaspur-Katni Section in Bilaspur Division of South East Central Railway.

The subject proposal with Form XVII and annexures are sent herewith for temporary sanction of Railway Board subject to the following conditions:

i) Rolling stock with side height more than 3450 mm are not allowed to run.

ii) Speed shall be restricted to10 kmph for goods train and 20 kmph for passenger trains as existing now.

iii) The displacement of inner rail of the curve towards the tunnel wall/sides shall be arrested by suitable means and once in quarter these measurements have to be taken and recorded.

iv) Divisional safety team shall inspect the tunnel once in 6 months to ascertain the infringement details and on the quantum of the damage to the tunnel structure.

v) First TXR depot immediately located after the tunnel on both sides shall look for the grazing marks on the trains to assess the damages and take necessary corrective action.

vi) Frequent announcement be made at the stations adjacent to the tunnel for the passengers not to lean outside the coaches.

vii) Tunnel shall be properly illuminated.

viii) Restrictions shall be imposed on the ODC stocks and shall be made available in the working timetable.

ix) The infringement has to be removed by providing additional tunnel as early as possible within 2 years and the existing tunnel be widened to remove the infringement as per RDSO's suggestions.

Dharan, 28.9.18
(K.A. MANOHARAN)
Commissioner of Railway Safety
South Eastern Circle, Kolkata

SOUTH EAST CENTRAL RAILWAY
Office of the Principal Chief Engineer
Bilaspur (C.G.)- 495004

Ved Prakash
Chief Bridge Engineer

Ph: RLY: 64204 (O), 64205(R) DOT: 415572(O), 414286®, Mo: 09752475202
Email:cbe@secr.railnet.gov.in; Fax : 07752-414042

1/3 (12)

No. SECR/HQ/ENGG/BR/32/Bhanwartonk DN tunnel/ Date. 27.09.2018

To,
The Secretary (Civil Engg.),
Railway Board, Rail Bhawan,
New Delhi-110001.

Sir,

(Through :Chief Commissioner of Railway Safety, Manak Nagar Lucknow)

Sub: Condonation of infringement to IRSOD 2004 for less horizontal and vertical clearances in existing Bhanwartonk DN tunnel at KM 800/30-799/32 between Khodri-Khongsara stations on Bilaspur-Katni section in Bilaspur division of South East Central Railway.

1. Details of Bhanwartonk DN tunnel:-

The existing Bhanwartonk DN tunnel (No. 55DN) is located between km 800/30-799/32 between Khodri - Bhanwartonk stations in Bilaspur-Katni section of Bilaspur Division of South East Central Railway. The tunnel is Horse Shoe shaped and it was constructed in year 1907. The tunnel is having brick masonary lining of thickness 18 inches (450mm) in 4 layers. The ground/strata behind the tunnel lining is "sedimentary Rock mixed with Soft Rock, having Shale and Sandy Soil". The total length of tunnel is 311.30m, out of which 212.30m length is in a 7 degree Curve and a length of 99.00 in the beginning of the tunnel is in straight. The curve is non-transitioned and the super Elevation in tunnel is 20mm, which varies up to 32mm at some locations. The tunnel is located in 1 in 100 Down Gradient. Ballast less track was laid in the tunnel in year 1993-94, as per Kolkata Metro design.

There is a speed restriction of 10 kmph for Goods trains and 20 kmph for passenger Trains. The speed restriction is on account of "infringing dimensions, sharp curvature and inadequate cant."

Inside the tunnel, there are grazing/scratch marks on both walls of the tunnel. These marks are at a height of about 3.63 m to 4.27 m from Rail Level on outside of curve and a height of about 3.14 m to 3.80 m from rail level on inside of curve.

2. <u>Details of infringement in the tunnel</u>

2.1 As per Indian Railway Schedule of Dimension (IRSOD), page-29, for this tunnel "In case of stocks exceeding the 1929 profile and within the maximum moving dimensions shown in Diagram 1D, the clearance of the SECR was required to be obtained before permitting the stock for the general adoption". The infringement of SOD in this tunnel is confirmed by the scratch/grazing marks on the walls of the tunnel.

2.2 Schedule–II of Indian Railways Schedule of Dimensions (BG) - 2004, stipulates required clearances which can be permitted for the existing structures. Para-6 of schedule-II (page-30) and Diagram No. 3 (Fig.II) stipulate "Minimum horizontal distance" from center of track to tunnel wall, at heights of 1065mm, 3355mm and 4265mm above rail level.

2.3 The clearances stipulated in the IRSOD, are for straight track. For curves, extra clearances are needed as detailed in page 33-35 of IRSOD. The clearances on inside of curve are more in magnitude and these clearances have been worked out as 209 mm (for BOXNHL Wagon and existing maximum Super Elevation of 32mm).

2.4 The minimum existing profile of inside the tunnel and the required profile as per Schedule-II of IRSOD have been plotted (Annexure-I) which shows that there is infringement of horizontal clearances at height of about 3.2m and above. The details of infringement are tabulated as Annexure-II. From these details, it is observed that infringement to horizontal clearances starts at height of about 3355mm from Rail Level and it increases further with increase in height. The maximum infringement at the height of 3355m from Rail Level is 269 mm and it increases to 554 mm at the height of 4265mm from Rail Level. Thus, the maximum infringement to horizontal clearance is about 554 mm.

2.5 Existing height of tunnel is 5280mm above Rail Level, which is less than the required height of 5410mm (Annexure-II). The prescribed minimum height of contact wire as per para 4 (a) of Appendix (A) to Chapter V-A (Clearance required for 25KV single phase A.C. Electric traction) of IRSOD-2004 should be 4.80m however existing height of contact wire in the tunnel is 4.60 m. (Annexure-IV).

3. Details of Existing Horizontal clearances and Required Horizontal Clearances in the Bhanwartonk DN Tunnel is tabulated as below:-

Height from Rail Level	Minimum required clearance without considering extra clearance on curves	Minimum required clearance with considering extra clearance on curves(*)	Existing Clearance on inside curve	Existing Clearance on outside curve	Infringement (considering extra clearance requirement for curves)	
					Inside of Curve	Outside of Curve
Horizontal clearance (Details enclosed as Annexure-II)						
1065 mm	1905 mm	2114mm	2335 mm	2350 mm	_	_
3355 mm	2135 mm	2344 mm	2159 mm	2075 mm	185 mm	269 mm
4265 mm	2055 mm	2264mm	1710 mm	1810 mm	554 mm	454mm
Vertical clearance (Details enclosed as Annexure-II)						
Top	5410	5410	5280		130 mm	
Requires clearance for OHE (Details enclosed as Annexure-IV)						
OHE	4800	4800	4600		200 mm	

4.0 **Feasibility study to avoid infringement:-**

4.1 South East Central Railway had sent a survey proposal to Railway Board under Demand No. 2 (Surveys) at a cost of Rs. 27.79 lakhs, for sanction of "preliminary survey and geotechnical investigations for construction of new tunnel on a diverted alignment in lieu of Bhanwartonk DN Tunnel". Railway Board, vide letter no. 2014/CE-III/BR/SECR/Tunnel dated 19.08.2014, advised SECR to seek RDSO's inspection/comments on issue before sending the proposal to Board.

4.2 A team from RDSO inspected the Bhanwartonk DN tunnel site from 17.10.14 to 19.10.14, along with Railway officials of Bilaspur division of SECR.

4.3 Tunnel has been inspected by RDSO & copy of the report (08 pages) sent vide their letter dtd. 30.09.2015 to this office & Railway Board. As per RDSO's report, Examination of various possible alternatives was as below:-

(i) Reduction in thickness of existing tunnel lining

The ground around the tunnel lining are Sedimentary Rock mixed with soft Rock, having Shale and Sandy Soil. Thus, lining of essentially required for this tunnel. One of the possibility was to remove the existing brick lining (of thickness 450mm) and provide more efficient and thinner lining like "Steel Fiber Reinforced Shotcrete (SFRS)". But this option is ruled out in this case, because the maximum infringement is of the order of 558 mm, which is more than the total thickness of lining (450mm). Thus, the only option of increasing the clearances in the existing tunnel is to remove the existing tunnel lining, excavate the tunnel profile further to the required extent and then provide the new lining.

(ii) Construction of new tunnel:-

The alternate possibility is to construct new tunnel, on the diverted alignment. Survey for this new tunnel will be at a cost of about Rs. 27.79 Lakhs and the cost of all the works required for new tunnel on diverted alignment is about Rs. 118 Crores. It is observed that on the proposed new alignment is having 5 degree curves, which will permit a maximum speed of about 75 kmph only.

(iii) The work of 3rd line in the section is sanctioned as per the Pink Book Item no. 22 of SECR (Bilaspur - Anuppur Third Line). Therefore, as another alternative, the new tunnel for 3rd line can be constructed first, then DN line traffic can be diverted through the new tunnel and then the existing DN line tunnel can be widened suitably.

5.0 **<u>Justification for retaining the infringements Bhanwartonk DN tunnel.</u>**

5.1 RDSO in their report has recommended widening of the tunnel by about 1 m on both sides which will permit maximum speed of 60 kmph. 20 kmph speed also requires widening of tunnel by about 558 mm to remove infringement. As recommended by RDSO, Railway has contacted Central Institute of Mining & Fuel Research regional centre, Nagpur (a constituent of CSIR) which has submitted its methology for the rectification and tentative schedule of work. It has also advised that the total blockage of tunnel for 04 months is required. In this reference COM/SECR of operating deptt has been consulted and they have

expressed that total blockage of 04 months is not possible from operation point of view at present.

5.2 Due to the above reasons, it is proposed to retain the structure with the existing dimensions with speed of 20 kmph for passenger trains and 10 kmph for Goods train till construction of 3rd line & widening of existing tunnel by 1.0 m .

6.0 The details of infringement have been indicated in Annexure-II duly approved by officers of Division and Headquarters of South East central Railway. Infringement diagram showing the infringements along with the maximum moving dimensions, amount of infringements with reference to relevant items of SOD and key plan of the infringing structure have been enclosed. The infringing dimensions are shown in red colour. The clearances as recommended in Schedule of Dimensions and as existing at site are indicated in Annexure-II.

7.0 **Authority for condonation:-**

7.1 In terms of CRB's D.O. letter no. 2016/CE-IV/Misc/10 (court case) dtd. 31.07.2018 addressed to GM/SECR, infringement of Bhanwartonk DN tunnel has to be condoned by Sept'2018 in compliance of Hon'ble Supreme Court order dated 03.05.2018 (Writ petition (Civil) 68 of 2011).

8.0 An application addressed to the Secretary, Civil Engineering, Railway Board, New Delhi for sanction of the Railway Board for adopting lesser vertical/horizontal clearance than required as per the various clauses of Indian Railway Schedule of Dimensions as indicated in form No. XVII is submitted herewith.

9.0 In light of the above remarks, Commissioner of Railway Safety/SE Circle is requested to forward the application to the Secretary, Civil Engineering, Railway Board, New Delhi through the Chief Commissioner of Railway Safety/Lucknow along with their recommendations. A check list is enclosed.

Railway Board is requested to kindly accord the sanction of the above proposal.

Encl: As above.

29/9/18

(Ved Prakash)
Chief Bridge Engineer
SECR/Bilaspur

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

सं. 2018/CEDO/SD/38 **New Delhi, Dated 22.10.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय : Condonation of infringement to IRSOD 2004 for less vertical clearance of ROB No. 41 at Km. 34/300-400 in Chikjajur-Rayadurga section of Mysuru Division of South Western Railway.

संदर्भ : S.W. Rly's letter no. SWR/W.439/RB Condonation (JRU-RDG Section, Br. No. 41), dated 27.7.2018

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.

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

Copy forwarded for information & necessary action to :

1. PCE, South Western Railway, **Hubballi- 580020.**

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.....

2D-34

E-office- 484667/2018

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

फोन/Ph.: 0522-2233087, 2233108 (P8
N.E.Rly. 31-140, N.Rly. 23-2
फैक्स/Fax-0522-2233095, 22330
E-mail : chiefcom@rediffmail.cc

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–वयू. 11017/04/2018–19–त0वि0

दिनांक: 12.10.2018

सेवा में,

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

विषय: Vertical clearance of ROB No. 41 at Km. 34/300-400 in Chikjajur – Rayadurga section of Mysuru Division - Proposal for Condonation of Railway Board.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर के पत्र संख्या -- **Q.11017/08/2018 SWR/1748-50** दिनांक 03.09.2018

The above subject case, has been received from Commissioner of Railway Safety, Southern Circle, Bangalore vide letter under reference. The case has been examined & found to be order. and is being forwarded for necessary action with the following observation:-

1. Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.
2. Special Engineering Board shall be placed at the location showing the restriction and specifying "Locomotives or Stocks higher than 4.265 are not permitted to ply on this section. Movement of ODC will not be permitted, shall be included in Working Time Table.
3. Measurement of vertical clearance every three months jointly by Engineering departments. Records of measurements should be kept with traceability.
4. Proper illumination of the area shall be done.
5. Area should be kept free of movable trolleys.
6. Special paints provided on structure to indicate infringement. Clearances shall be painted on the structure for for reference.
7. Speed restriction of 45 Kmph is impose for freight trains at bridge location from Km. 33/165 to 35/565.
8. After every track maintenance, original clearances shall be checked and certified.
9. The sanction for restricted vertical clearance shall be valid for only two years from 01.10.2018. **Railway shall take all efforts to complete the new ROB within two years.**

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

(राजीव कुमार) 12/10/2018
उप रेल संरक्षा आयुक्त (सामान्य)

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

तुरन्त डाक से RLY Board से

SPEED POST

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 रोड़,गाँधीनगर,
बेंगलूरु - 560 009

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

(सं) No.: Q.11017/08/2018 SWR /1748-50 (दिनांक) Dated: 3.09.2018

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

Through the Chief Commissioner of Railway Safety, Lucknow.

Sub: Vertical clearance of ROB No. 41 at Km. 34/300-400 in Chikjajur-Rayadurga section of Mysuru Division – Proposal for Condonation of Railway Board.

Ref: CBE/SWR/UBL letter no. SWR/W.439/RB Condonation (JRU-RDG section, Br. No. 41) dated 27.07.2018.

******

Please find enclosed herewith, South Western Railway Administration's letter No. SWR/W.439/RB Condonation (JRU-RDG section, Br. No. 41) dated 27.07.2018, along with its enclosures duly recommended for obtaining Central Government's sanction for two years only subject to following safety precautions:

1. Raising of track should not be permitted. Marking of rail level prominently on ROB pillars is to be done.
2. Special Engineering Board shall be placed at the location showing the restriction and specifying "Locomotives or Stocks higher than 4.265 are not permitted to ply on this section. Movement of ODC will not be permitted, shall be included in Working Time Table.
3. Measurement of vertical clearance every three months jointly by Engineering departments. Records of measurements should be kept with traceability.
4. Proper illumination of the area shall be done.
5. Area should be kept free of movable trolleys.
6. Special paints provided on structure to indicate infringement. Clearances shall be painted on the structure for reference.
7. Speed restriction of 45 Kmph is impose for freight trains at bridge location from Km. 33/165 to 35/565.
8. After every track maintenance, original clearances shall be checked and certified.
9. The sanction for restricted vertical clearance shall be valid for only two years from 01.10.2018. Railway shall take all efforts to complete the new ROB within two years.

Manoharan 3.9.18

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above
Copy to: The General Manager/South Western Railway/Hubballi with reference to letter no. SWR/W.439/RB Condonation (JRU-RDG section, Br. No. 41) dated 27.07.2018.

टेलीफोन Phone : बीएसएनएल BSNL 22260650 (O) 22265926 (R) रेलवे Rly. 56800, 56804 (O) 56801 (R)
टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

RAILWAY BOARD COPY

दक्षिण पश्चिम रेलवे
SOUTH WESTERN RAILWAY

M. Ravindranath Reddy IRSE
मुख्य पुल अभियंता
CHIEF BRIDGE ENGINEER

प्रधान कार्यालय / Headquarters Office,
ईजिनीयरिंग शाखा /Engineering Department,
"रैल सौधा / Rail Soudha", 3rd Floor,
गदग रोड / Gadag Road,
हुब्बल्लि / Hubballi - 580 020.

No: SWR/W.439/RB Condonation (JRU-RDG section,Br. No.41) Date: 27.07.2018.

Secretary (Civil Engg.)
Railway Board,
Rail Bhavan,
New Delhi -110 001

(Through CRS/CCRS)

Sub: Vertical clearance of ROB No.41 at Km.34/300-400 in Chikjajur-Rayadurga section of Mysuru Division- Proposal for condonation of Railway Board.

* * * * *

Road Over Bridge No.41 (1x5.50m+1x6.50m+1x5.50m RCC 'T' beam and slab) at Km.34/300-400 in Chikjajur-Rayadurga section of Mysuru Division is located at about 600m away from the top point of Chitradurga station towards Rayadurga. The bridge was constructed for MG track during the year 1984. The same was retained during Broad Gauge conversion.

The bridge is having vertical clearance of 4420mm from Rail level to bottom of RCC deck slab and horizontal clearance on LHS is 3480mm and RHS is 3150mm. In terms of Item No.10(i) of Chapter-I of Schedule of Dimensions (BG)-2004, the vertical clearance required is 4875mm above rail level for non-electrified territory, but the available vertical clearance is 4420mm which is 455mm short of the stipulated requirement.

Different options for removing of vertical infringemet like lowering of track, raising of the superstructure & construction of new ROB were explored by this Railway. The option of lowering of track & raising of superstructure were found technically not feasible, but the option of construction of new ROB is found technically feasible. Hence, a temporary condonation for a period of two years for vertical infringement of ROB No.41 at Km.34/300-400 in Chikjajur-Rayadurga section of Mysuru Division is being sought.

In this connection, Form-XVII, Annexure-I (Para wise remarks for the items of Technical Circular No.47), Annexure-II (Checklist), Annexure-III (Precautionary measures), Annexure-IV (Infringement diagram), Annexure-V (Abstract Estimate) & Annexure-VI (Justification) are submitted herewith for perusal.

In view of the above, the sanction may please be accorded for Condonation of vertical infringement for ROB No.41 at Km.34/300-400 in Chikjajur-Rayadurga section of Mysuru Division of South Western Railway for a period of 2 years.

Encl: Form XVII
Annexure-I,
Annexure –II,
Annexure –III,
Annexure –IV,
Annexure –V &
Annexure-VI

(M. Ravindranath Reddy)
Chief Bridge Engineer

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

No. 2018/CEDO/SR/10 **New Delhi, dated 18.10.2018**

The General Manager
Western Railway,
Church Gate, Mumbai

Sub:- Increasing speed of 12 car formation BG AC EMU MRVC phase-II coaches fitted with M/s Bombardier Electric and having Pheumatic suspension in secondary stage from 70 kmph to 90 kmph on BCL-BVI BG routes of BCT Division of Western Railway.

Ref:- WR's letter no. W.636/15/5, dated 07.06.2018 & 30.08.2018.

Reply submitted by Western Railway vide letter dated 30.08.2018 referred above has been examined in detail. From the documents submitted by Western Railway, sanction of running EMU rake with Bombardier electrics at 110 kmph has already been accorded by Railway Board vide letter no. 2017/CEDO/SR/03 dated 21.04.2017 for the track maintained C&M Vol-I standard.

Further, it is also noted that CRS sanction is available for this rolling stock upto a speed of 100 kmph on the track maintained to other than C&M Vol-I standard.

In this background, no fresh sanction of Railway Board is required for speed from 70 kmph to 90 kmph on BCL-BVI routes of BCT Division of Western Railway.

18/10/18

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

Copy forwarded for information & necessary action to:

1. PCE, Western Railway, Churchgate, Mumbai.
2. EDEE(G), Railway Board, New Delhi

C/C

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड / Railway Board अनुलग्नक सहित जारी Issue with Enclosure Signature 2-10-18 जारी की तिथि Date of Issue

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

सं. 2018/CEDO/CRS/04 New Delhi, Dated 17.10.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Incident of falling of Passengers from Train No. 40518 UP Chengalpattu Jn. Chennai Beach, EMU Fast Local between Palvanthangal and St. Thomas Mount stations on 'B' line at km. 17/20-27 in Palvanthangal and St. Thomas Mount Quadruple electrified block section of Chennai Division of Southern Railway at about 08:52 hours on 23.02.2017.

Ref : DCE(P)/RB note no. 2017/CE-II/CRS/4, dated 12.07.2018.

Please find enclosed herewith extract of Final Report, Commissioner of Railway Safety/Southern Circle, Bangalore in his Final Report of statutory inquiry into above accident.

Recommendations Para 9.1.14 (copy enclosed) made by the CRS/ Southern Circle, Bangalore may please be examined and Action Taken Comments may please be furnished to the undersigned at the earliest.

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

Encl: As above

अनिल कुमार 17/10/17
(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 :
   DCE(P), Railway Board, Rail Bhawan, New Delhi.

O/C



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

सं.2018/CEDO/SR/15 **New Delhi, Dated 16.10.2018**

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOBRM1" with CC+6t+2t axle load on various identified BG sections (except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOBRM1(CC+6t+2t), dated 09.04.2018.

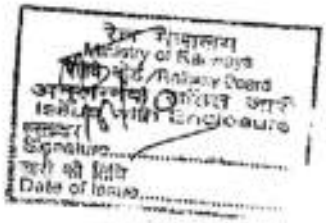
In continuation to Board's letter of even no. dated 03.10.2018, it has further been observed that Board's condonation letter no. 85/WDO/SR/1, dated 16.12.88 referred in RDSO's Final Speed Certificate no. MW/SPD/BG/BOBRM1/22.32t/Final dated 03.04.2018 is a condonation for specified routes as mentioned their in.

In view of above, Railway is requested to clarify, whether the routes mentioned in their application fall within routes specified in Board's letter dated 16.12.88 or not; if not, the Railway shall first apply for route condonation before the Running of above cited rolling stock on these routes.

अनिल 16/10/18
(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. EDME(Fr)/ RB. ok



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

सं.2017/CEDO/SR/13 **New Delhi, Dated 16.10.2018**

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.

In continuation to Board's letter of even no. dated 25.05.2018, it has further been observed that Board's condonation letter no. 85/WDO/SR/1, dated 16.12.88 referred in RDSO's Final Speed Certificate no. MW/SPD/BG/BOBRM1/22.32t/Final dated 03.04.2018 is a condonation for specified routes as mentioned their in.

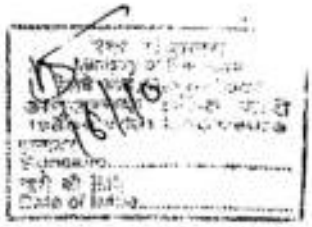
In view of above, Railway is requested to clarify, whether the routes mentioned in their application fall within routes specified in Board's letter dated 16.12.88 or not; if not, the Railway shall first apply for route condonation before the Running of above cited rolling stock on these routes.

अनिल कुमार 16/10/18

(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, Southern Railway,Chennai.** O/C
2. EDME(Fr.)/RB



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

सं.2018/CEDO/SR/11

New Delhi, Dated 03.10.2018

The General Manager,
Southern Railway,
Chennai

विषय : Running of BG Bogie open type "BOST" with CC+6t+2t axle load on various BG sections of Southern Railway.

संदर्भ : Southern Rly's letter no. W.439/4/7/BOST(CC+6t+2t), dated 19.08.2015.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC letter)

अनिल कुमार 10/10/18
(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 :

2. PCE, Southern Railway, **Chennai.**

O/C

218/CE20/SR/11

eOffice 454486/SNOI/2018

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–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

सेवा में,

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

[ध्यानार्थ:EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure (S.No.1)

(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"

(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017 (S.No.5)

(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

DCE(G)
Reg
31/7

Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.
2-Higher axle load wagon has adverse effect on track and track fittings.
3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.
4-WILD is not installed at all the selected locations even after 10 years."

4 Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

5 For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	BOST	80	50	MW/SPD/BG/BOST/22.32t/(IR), Dated 25.01.2008
2	BCN	80	65	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	BCNA	80	70	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	BOXNHSM1	75	70	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	BOBRM1	75	70	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	BOBRN	65	60	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	BOBR	75	60	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	BOBRNM1	75	60	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 02.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2-005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

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

सं.2018/CEDO/SR/12 **New Delhi, Dated 03.10.2018**

The General Manager,
Southern Railway,
Chennai

विषय : Running of BG Bogie open type "BCN" with CC+6t+2t axle load on various BG sections of Southern Railway.

संदर्भ : Southern Rly's letter no. W.439/4/79/BCN(CC+6t+2t), dated 24.10.2017.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC 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 :

2. PCE, Southern Railway, **Chennai.**

ok

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board

2018/CEDO/SR/12 ecfile 454406/2018.

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

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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–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

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

[ध्यानार्थ:EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure

(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"

(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017

(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

DCE/G
Rly
31/7

Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.
2-Higher axle load wagon has adverse effect on track and track fittings.
3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.
4-WILD is not installed at all the selected locations even after 10 years."

Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	**BOST**	**80**	**50**	MW/SPD/BG/BOST/22.32t/(IR); Dated 25.01.2008
2	**BCN**	**80**	**65**	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	**BCNA**	**80**	**70**	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	**BOXNHSM1**	**75**	**70**	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	**BOBRM1**	**75**	**70**	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	**BOBRN**	**65**	**60**	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	**BOBR**	**75**	**60**	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	**BOBRNM1**	**75**	**60**	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 12.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

2018/CEDO/SR/12

S.No 1
4

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

SPEED POST

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. 16011/11/2009 SR | 1302-1304 (दिनांक) Dated: 06.02.2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of BG Bogie Converted wagon type "BCN" with CC+6t+2t loading (Axle load of 22.32t) on all BG sections of Southern Railway.

संदर्भ/Ref.: CBE/SR/MAS's letter no W.439/4/79/BCN (CC+6t+2t) dated 23/24.10.2017.

The above proposal for running of BG Bogie covered wagon type "BCN" with CC+6t+2t loading (Axle load of 22.32t) on all BG sections of Southern Railway, as per RDSO's Final Speed Certificate no. MW/SPD/BG/BCN/22.32t (IR) dated 22.11.2007 and Southern Railway Joint Safety Certificate No. 995 BG dated 07.10.2014 has been received in this office.

The proposal is forwarded herewith for according sanction for the running of the above said wagon at the speeds as proposed in Railway's Joint Safety Certificate no. 995 BG dated 07.10.2014, with the following conditions:-

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes of not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 995 BG dated 07.10.2014.
(ii) All temporary and permanent speed restrictions in force and or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.
(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No. MW/SPD/BG/BCN/22.32t (IR) dated 22.11.2007 and its amendment letters No. 1 & 2 dated 01.04.2009 & 18.08.2009 respectively (in respect of BCN).
(iv) Strict observance of the Railway Board's sanction letter No. 2009/CEDO/SR/22 dated 25.08.2009 and its corrigendum of even No. dated 15.09.2009 pertaining to sanction for running of BCN wagon.
(v) Strict observance of Southern Railway's Joint Safety Certificate No. 995 BG dated 07.10.2014 along with its concomitant Track Certificate and Bridge Certificates.
(vi) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20.3.2007 & 19.06.2007 and Railway Board's letter No. 2005/CE-II/B/7 dated 01.05.2006.
(vii) All of the above certificates shall be sent to field units.
(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.
(ix) The proposed sections are not in the excluded list of Railway Board for running of such loads.

...2

टेलीफोन Phone : बीएसएनएल BSNL 22260650 (O) 22265926 (R) रेलवे Rly. 56800, 56804 (O) 56801 (R)
टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

(x) Instructions of running of BCN (CC+6t+2t) wagon may be published in working time table.

(xi) Commission of Railway Safety should be apprised of the compliance of the conditions laid down in the past by Railway Board for running of BCN wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Bridge Instrumentation.

(xii) PHOD quarterly review meeting in this regard as advised by Railway Board should be held regularly and necessary action taken as required.

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The General Manager, Southern Railway, Chennai for information and necessary action.

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

सं.2018/CEDO/SR/13 New Delhi, Dated 03 10.2018

The General Manager,
Southern Railway,
Chennai

विषय : Running of BG Bogie open type "BCNA" with CC+6t+2t axle load on various BG sections of Southern Railway.

संदर्भ : Southern Rly's letter no. W.439/4/79/BCNA(CC+6t+2t), dated 24.10.2017.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC letter)

(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, Southern Railway, **Chennai.**

o/c

2018/CE(P)/SR/13 एडमिन 454420/2018
S No 4

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. 16011/07/2015-16 SR/1307-1309 (दिनांक) Dated: 06-02-2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of BG Bogie Converted wagon type "BCNA" (Axle load of 22.32t) on all BG sections of Southern Railway.

संदर्भ/Ref.: CBE/SR/MAS's letter no W.439/4/79/BCNA (CC+6t+2t) dated 20/24.10.2017.

The above proposal for running of BG Bogie covered wagon type "BCNA" (Axle load of 22.32t) on all BG sections of Southern Railway, as per RDSO's Final Speed Certificate no. MW/SPD/BG/BCNA/22.32t (IR) dated 22.11.2007 and Southern Railway Joint Safety Certificate No. 1105 BG dated 30.09.2014 has been received in this office.

The proposal is forwarded herewith for according sanction for the running of the above said wagon at the speeds as proposed in Railway's Joint Safety Certificate no. 1105 BG dated 30.09.2014, with the following conditions:-

DCE(G)

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes of not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 1105 BG dated 30.09.2014.
(ii) All temporary and permanent speed restrictions in force and or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.
(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No. MW/SPD/BG/BCNA/22.32t (IR) dated 22.11.2007 and its amendment letters No. 1 & 2 dated 01.04.2009 & 18.08.2009 respectively (in respect of BCNA).
(iv) Strict observance of the Railway Board's sanction letter No. 2009/CEDO/SR/22 dated 25.08.2009 and its corrigendum of even No. dated 15.09.2009 pertaining to sanction for running of BCNA wagon.
(v) Strict observance of Southern Railway's Joint Safety Certificate No. 1105 BG dated 03.09.2014 along with its concomitant Track Certificate and Bridge Certificates.
(vi) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20.3.2007 & 19.06.2007 and Railway Board's letter No. 2005/CE-II/B/7 dated 01.05.2006.
(vii) All of the above certificates shall be sent to field units.
(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.

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टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

(ix) The proposed sections are not in the excluded list of Railway Board for running of such loads.

(x) Instructions of running of BCNA (CC+6t+2t) wagon may be published in working time table.

(xi) Commission of Railway Safety should be apprised of the compliance of the conditions laid down in the past by Railway Board for running of BCNA wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Bridge Instrumentation.

(xii) PHOD quarterly review meeting in this regard as advised by Railway Board should be held regularly and necessary action taken as required.

6.2.18

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The General Manager, Southern Railway, Chennai for information and necessary action.

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

सं.2018/CEDO/SR/14 **New Delhi, Dated 03.10.2018**

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOXNHSM1" with CC+6t+2t axle load on various BG sections of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOXNHSM1(CC+6t+2t), dated 04.09.2017.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC letter)

(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**

O/C

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

2018/CE Pol 25/14

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,
बेंगलूरु - 560 009

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

(सं) No.: Q. 13011/3/2017 SWR/369-371 (दिनांक) Dated: 31.05.18

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of 22.32t (CC+6t+2t) axle load BG bogie open wagon BOXNHSM1 on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ/Ref.: CBE/SWR's letter no SWR/W.439/RS/BOXNHSM1 (CC+6t+2t) dated 04.09.2017.

An application for Running of 22.32t (CC+6t+2t) axle load BG bogie open wagon BOXNHSM1 on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) from South Western Railway as per the Joint Safety Certificate No. 107-BG/R-4 dated 19.04.2017 along with concomitants Track Certificate, Bridge Certificate, is forwarded here with for obtaining Central Government's sanction duly recommended, with the following conditions:

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes does not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 107-BG/R-4 dated 19.04.2017.

(ii) All temporary and permanent speed restrictions in force and or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.

(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate (Revised) No. MW/SPD/BG/BOXNHSM1 IR (Revised) dated 10.06.2008 & Amendment No. 1 dated 18.08.2009 (in respect of BOXNM1).

(iv) Strict observance of the Railway Board's sanction letter No. 2009/CEDO/SR/52 dated 13.11.2009 pertaining to sanction for running of BOXNHSM1 wagon.

(v) Strict observance of Southern Railway's Joint Safety Certificate No. 107-BG/R-4 dated 19.04.2017 along with its concomitant Track Certificate and Bridge Certificates.

(vi) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) commu[illegible] vide RDSO letter No. CBS/Golden/Q/Strength dated 20/22.03.2007 and Railway Board's letter No. 2005/CE-II/TS/7 dated 01.05.2006.

(vii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such loads of overloaded wagons should be adjusted unloaded or detached from the rake.

(viii) The proposed sections are not in the excluded list of Railway Board for running of such loads. Since Bagalkot (BGK) – Bijapur (BJP) is under the list of excepted route for CC+6, running of BOXNHSM1 is not allowed in Bangalkot - Bijapur section.

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(ix) Instructions of running of BOXNHSM1 (CC+6t+2t) wagon may be published in working time table.

(x) Commission of Railway Safety should be apprised of the compliance of the conditions laid down in the past by Railway Board for running of BOXNHSM1 wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Weigh Bridge Instrumentation.

(xi) PHOD quarterly review meeting in this regard as advised by Railway Board should be held regularly and necessary action taken as required.

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The 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/SR/15 **New Delhi, Dated 03.10.2018**

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOBRM1" with CC+6t+2t axle load on various identified BG sections (except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOBRM1(CC+6t+2t), dated 09.04.2018.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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.

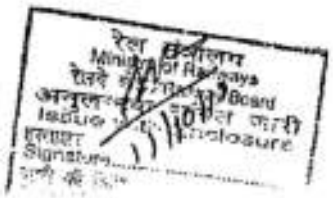
DA : CCRS's letter, dated 26.07.2018 (along with CRS/SC letter)

(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, South Western Railway, **Hubballi**

o/c



2018/CBDO/SP/15 e-office 45446/2018

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
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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–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

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

[ध्यानार्थ:EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure
(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"
(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017
(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

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Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.

2-Higher axle load wagon has adverse effect on track and track fittings.

3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.

4-WILD is not installed at all the selected locations even after 10 years."

Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	**BOST**	**80**	**50**	MW/SPD/BG/BOST/22.32t/(IR), Dated 25.01.2008
2	**BCN**	**80**	**65**	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	**BCNA**	**80**	**70**	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	**BOXNHSM1**	**75**	**70**	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	**BOBRM1**	**75**	**70**	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	**BOBRN**	**65**	**60**	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	**BOBR**	**75**	**60**	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	**BOBRNM1**	**75**	**60**	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 12.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

2018/CEDO/SR/15

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 रोड़,गाँधीनगर,
बेंगलूरु - 560 009

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

(नं) No. : Q. 16017/14/2010 SWR/842-852 (दिनांक) Dated : 26.06.2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRM1 on various identified BG sections, (Except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ/Ref.: CBE/SWR's letter no SWR/W.439/RS/BOBRM1/CC+6t+2t dated 09.04.2018.

An application for Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRM1 on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) from South Western Railway as per the Joint Safety Certificate No. 0153-BG/R-3 dated 17.11.2017 along with concomitants Track Certificate, Bridge Certificate, is forwarded here with for obtaining Central Government's sanction duly recommended, with the following conditions:

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes do not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 0153-BG/R-3 dated.17.11.2017.

(ii) Complying all temporary and permanent speed restrictions in force and/or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.

(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No. MW/SPD/BG/BOBRM1/22.32t/Final dated 03.04.2008 and Amendment No. 1 dated 16.06.2008.

(iv) Strict observance of the Railway Board's sanction letter No. 2009/CEDO/SR/46 dated 02.12.2009 pertaining to sanction for running of BOBRM1 wagon.

(v) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20/22.03.2007 and compliance of the conditions laid down in Railway Board's letter vide no. 2005/CE-II/TS/7 dated 01.05.2006 for running of BOBRN wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Weigh Bridge Instrumentation. Installations of weigh bridges at loading points and compulsory weighment of every rake.

(vi) The proposed sections are not in the excluded list of Railway Board for running of such loads.

(vii) Instructions of running of BOBRM1 (CC+6t+2t) wagon may be published in working time table.

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टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.

(ix) 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 wighment is done, subject to strict compliance to conditions stipulated in Board's JPO No. 2007/CE-II/TS/8 dated 02.04.2009. 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".

(x) Whenever it is being run, announcement to be made at the stations enroute for the passengers to caution them.

(xi) A survey to be taken by Railway to check up the infringement of fixed structures such as signal post etc. and the track centre on the sections where it is proposed to run the rolling stock. Necessary precaution such as speed restrictions, protecting the structures to be taken if track centre is less than 4570mm and structure distance is less than 2135mm.

(xii) Improvement to track structure, formation, bridges to be accelerated in the nominated route.

(xiii) The arrears of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8t+2t 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.

(xiv) 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.

(xv) 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.

(xvi) 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 29.07.2008.

(xvii) Right powering of loaded trains running with CC+6+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.

(xviii) 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.

(xix) No overdue in track/rolling stock maintenance should be permitted.

(xx) Separate maintenance regime to be legislated for higher axle load route.

(xxi) 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.).

2. Railway Board has condoned the infringements to the BG Schedule of Dimensions vide Railway Board letter no. 85/WDO/SR/1 dated 06.12.1988.

26.6.18

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The General Manager, South Western Railway, Hubballi for information and necessary action.
2. All CsRS.

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

सं.2018/CEDO/SR/16

New Delhi, Dated 03.10.2018

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOBRN" with CC+6t+2t axle load on various identified BG sections (except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOBRN(CC+6t+2t), dated 19.02.2018.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC letter)

(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**

o/c

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure
Signature

2018/CBDO/SA/16 eoffice 454406/2018. S.No/

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–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

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

[ध्यानार्थ:EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure

(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"

(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017

(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

DCE/G
Psg
31/7

Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.

2-Higher axle load wagon has adverse effect on track and track fittings.

3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.

4-WILD is not installed at all the selected locations even after 10 years."

Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	**BOST**	**80**	**50**	MW/SPD/BG/BOST/22.32t/(IR), Dated 25.01.2008
2	**BCN**	**80**	**65**	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	**BCNA**	**80**	**70**	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	**BOXNHSM1**	**75**	**70**	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	**BOBRM1**	**75**	**70**	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	**BOBRN**	**65**	**60**	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	**BOBR**	**75**	**60**	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	**BOBRNM1**	**75**	**60**	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 12.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

2018/CBDO/SR/116 The Secretary (Civil Engg) /Rly Board

1/4

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 रोड़,गाँधीनगर,
बेंगलूरु - 560 009

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

(सं) No.: Q. 13011/05/2017 SWR / 896 - 896 (दिनांक) Dated: 26.06.2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRN on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ/Ref.: CBE/SWR's letter no SWR/W.439/RS/BOBRN/CC+6t+2t dated 19.02.2018.

An application for Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRN on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) from South Western Railway as per the Joint Safety Certificate No. 36/2012-R-2 dated 25.04.2017 along with concomitants Track Certificate, Bridge Certificate, is forwarded here with for obtaining Central Government's sanction duly recommended, with the following conditions:

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes do not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 36/2012-R-2 dated 25.04.2017.

(ii) Complying all temporary and permanent speed restrictions in force and/or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.

(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No. MW/SPD/BG/BOBRN/22.32t/Final dated 16.05.2011, Amendment No. 1 dated 16.01.2012 and Amendment No. 2 dated 28.11.2013.

(iv) Strict observance of the Railway Board's sanction letter No. 2007/CEDO/SR/09 dated 22.05.2007 pertaining to sanction for running of BOBRN wagon.

(v) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20/22.03.2007 and compliance of the conditions laid down in Railway Board's letter vide no. 2005/CE-II/TS/7 dated 01.05.2006 for running of BOBRN wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Weigh Bridge Instrumentation. Installations of weigh bridges at loading points and compulsory weighment of every rake.

(vi) The proposed sections are not in the excluded list of Railway Board for running of such loads.

(vii) Instructions of running of BOBRN (CC+6t+2t) wagon may be published in working time table.

(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.

...2

टेलीफोन Phone : बीएसएनएल BSNL 22260650 (O) 22265926 (R) रेलवे Rly. 56800, 56804 (O) 56801 (R)
टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

(ix) 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 wighment is done, subject to strict compliance to conditions stipulated in Board's JPO No. 2007/CE-II/TS/8 dated 02.04.2009. 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".

(x) Whenever it is being run, announcement to be made at the stations enroute for the passengers standing on the platform to caution them.

(xi) A survey to be taken by Railway to check up the infringement of fixed structures such as signal post etc. and the track centre on the sections where it is proposed to run the rolling stock. Necessary precaution such as speed restrictions, protecting the structures to be taken if track centre is less than 4570mm and structure distance is less than 2135mm.

(xii) Improvement to track structure, formation, bridges to be accelerated in the nominated route.

(xiii) The arrears of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8t+2t 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.

(xiv) 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.

(xv) 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.

(xvi) 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 29.07.2008.

(xvii) Right powering of loaded trains running with CC+6+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.

(xviii) 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.

(xix) No overdue in track/rolling stock maintenance should be permitted.

(xx) Separate maintenance regime to be legislated for higher axle load route.

(xxi) 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.).

2. Railway Board has condoned the infringements to the BG Schedule of Dimensions vide Railway Board letter no. 93/CEDO/SR/5 dated 30.12.1993.

26.6.18

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The General Manager, South Western Railway, Hubballi for information and necessary action.
2. All CsRS.

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

सं.2018/CEDO/SR/17 **New Delhi, Dated 03.10.2018**

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOBR" with CC+6t+2t axle load on various identified BG sections (except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOBR(CC+6t+2t), dated 13.04.2018.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited case for Board's sanction with some observations/conditions (**copy enclosed**).

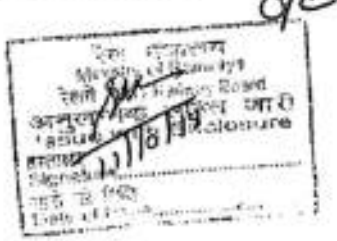
In view of above, Railways are requested to send feedback/clarifications to the above observations, so that the same can be processed further.

DA : CCRS's letter, dated 26.07.2018 (along with CRS/SC letter)

(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 :

2. PCE, South Western Railway, **Hubballi**



भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
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N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

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

[ध्यानार्थ EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure

(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"

(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017

(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.

2-Higher axle load wagon has adverse effect on track and track fittings.

3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.

4-WILD is not installed at all the selected locations even after 10 years."

Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	**BOST**	**80**	**50**	MW/SPD/BG/BOST/22.32t/(IR), Dated 25.01.2008
2	**BCN**	**80**	**65**	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	**BCNA**	**80**	**70**	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	**BOXNHSM1**	**75**	**70**	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	**BOBRM1**	**75**	**70**	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	**BOBRN**	**65**	**60**	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	**BOBR**	**75**	**60**	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	**BOBRNM1**	**75**	**60**	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 12.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

The Secretary (Civil Engg.) Railway Board

ई-ऑफिस 454414/2018

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 रोड़,गाँधीनगर,
बेंगलूरु - 560 009

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

(नं) No.: Q. 16017/07/2010 SWR/875 - 885

(दिनांक) Dated : 26.06.2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBR on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ/Ref.: CBE/SWR's letter no. SWR/W.439/RS/BOBR/CC+6t+2t dated 13.04.2018.

An application for Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBR on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) from South Western Railway as per the Joint Safety Certificate 173-BG/R-3 dated 17.11.2017 along with concomitants Track Certificate, Bridge Certificate, is forwarded here with for obtaining Central Government's sanction duly recommended, with the following conditions:

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(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes do not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 173-BG/R-3 dated 17.11.2017.

(ii) Complying all temporary and permanent speed restrictions in force and/or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.

(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No MW/SPD/BG/BOBR/22.32t/Final dated 03.04.2008, Amendment No. 1 dated 24.06.2013 and Amendment No. 2 dated 21.03.2017.

(iv) Strict observance of the Railway Board's sanction letter No. 2007/CEDO/SR/09 dated 22.05.2007 pertaining to sanction for running of BOBR wagon.

(v) Observance of all directives for operation of 22.32t axle load (CC+6t+2t communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20/22.03.2007 and compliance of the conditions laid down in Railway Board's letter vide no. 2005/CE II/TS/7 dated 01.05.2006 for running of BOBRN wagons loaded to CC+6t+2t tones specially in regard to installation of WILD and Weigh Bridge Instrumentation Installations of weigh bridges at loading points and compulsory weighment of every rake.

(vi) The proposed sections are not in the excluded list of Railway Board for running of such loads.

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(vii) Instructions of running of BOBR (CC+6t+2t) wagon may be published in working time table.

(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.

(ix) 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 wighment is done, subject to strict compliance to conditions stipulated in Board's JPO No. 2007/CE-II/TS/8 dated 02.04.2009. 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".

(x) Whenever it is being run, announcement to be made at the stations enroute for the passengers standing on the platform to caution them.

(xi) A survey to be taken by Railway to check up the infringement of fixed structures such as signal post etc. and the track centre on the sections where it is proposed to run the rolling stock. Necessary precaution such as speed restrictions, protecting the structures to be taken if track centre is less than 4570mm and structure distance is less than 2135mm.

(xii) Improvement to track structure, formation, bridges to be accelerated in the nominated route.

(xiii) The arrears of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8t+2t 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.

(xiv) 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.

(xv) 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.

(xvi) 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 29.07.2008.

(xvii) Right powering of loaded trains running with CC+6+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.

(xviii) 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.

(xix) No overdue in track/rolling stock maintenance should be permitted.

(xx) Separate maintenance regime to be legislated for higher axle load route.

(xxi) 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.).

2. Railway Board has condoned the infringements to the BG Schedule of Dimensions vide Railway Board letter no. 85/WDO/SR/1 dated 16.12.1988.

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The 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/SR/18 **New Delhi, Dated 03.10.2018**

The General Manager,
South Western Railway,
Hubballi

विषय : Running of BG Bogie open type "BOBRNM1" with CC+6t+2t axle load on various identified BG sections (except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ : South Western Rly's letter no. SWR/W.439/RS/BOBRNM1(CC+6t+2t), dated 09.10.2017.

CCRS, vide his letter No. M.15014/01/2017-18 T.W., dated 26.07.2018 has forwarded the above cited 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 26.07.2018 (along with CRS/SC letter)

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**

c/c



Office 454406/2018.

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–M.15014/01/2017-18-त.वि.

दिनांक 26.07.2018

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

[ध्यानार्थ:EDCE(G)]

विषय– Operation of CC+6+2t (Axle Load 22.32t) Wagons.

सन्दर्भ–(i) 8 cases of CC+6+2t wagons (BOST, BCN, BCNA,BOXNHSM1,BOBRM1, BOBR, BOBRN and BOBRNM1) sent by CRS/Southern Circle [CRS/SC] vide reference letters as mentioned in Column 6 of enclosed Annexure
(ii) RDSO's report no. Nil dated 02.05.2017–"Effect on track due to operation of CC+8+2t/25t axle load"
(iii) This office's letter no. M.15014/01/2017-18-TW, dated 24.05.2017
(iv) This office's letter no. Q.13011/36/2009-TW, dated 21.09.2017

DCE/G
Rsg
31/7

Vide reference (i), 8 cases of CC+6+2t Loaded Wagons (BOST, BCN, BCNA, BOXNHSM1, BOBRM1, BOBR, BOBRN and BOBRNM1) have been sent by Southern and South-Western Railway through CRS/SC for running on its respective BG sections. Details related to these wagons can be seen in enclosed Annexure.

Cases related to running of proposed wagons in CC+6+2t loading had been sanctioned earlier by the Railway Board for limited duration of one/two years, to be reviewed later subject to the condition that RDSO should actively associate the concerned Zonal Railways for examining and studying various data related to safety issues in operation.

RDSO vide letter under reference (ii) had submitted a report on –"*Effect on track due to operation of CC+8+2t/25t axle load*" which mentioned that:

"1-Instructions contained in JPO issued by the Railway Board vide no. 2002/M(N)/960/1 Pt. 29.07.2008 have not been followed on NCR.

2-Higher axle load wagon has adverse effect on track and track fittings.

3-Board's instructions regarding monitoring and detachment of defective wagons, weighment of each rake and control of overloading are not being compiled by the Zonal Railways.

4-WILD is not installed at all the selected locations even after 10 years."

Based on the RDSO report, Commission vide letter under ref.(iii) forwarded the cases related to higher Axle Load Wagon to Railway Board with certain stipulations.

For taking informed decision on the subject issue, in a case related to running of 'BOST (CC+6+2t)' wagon, Commission vide letter under reference (iv) had asked the Railway Board about the action taken on:

- RDSO report dt 02.05.2017 vide ref.(ii) and
- Stipulations mentioned in CCRS letter dt 24.05.2017 vide ref. (iii).

But, so far, no reply from Railway Board has been received till date in the Commission.

Commission has deliberated and examined the issues involved in running of subject wagons on the basis of Joint Safety and concomitant Track & Bridge Certificates enclosed by Railway Administration in CRS/SC's letters mentioned under column 6 of enclosed Annexure. Cases related to running of CC+6+2t Loaded Wagons (8 types) have been recommended by CRS/SC as per speeds given in table below:

SN	Wagon type	Recommended speed (kmph)		Applicable RDSO's Speed Certificate
		Empty	Loaded	
1	**BOST**	**80**	**50**	MW/SPD/BG/BOST/22.32t/(IR), Dated 25.01.2008
2	**BCN**	**80**	**65**	MW/SPD/BG/BCN/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
3	**BCNA**	**80**	**70**	MW/SPD/BG/BCNA/22.32t/(IR), Dated 22.11.2007 & its Amendment letters no 1&2, Dated 01.04.2009 & 18.08.2009 respectively
4	**BOXNHSM1**	**75**	**70**	MW/SPD/BG/BOXNHSM1 IR (Revised), Dated 10.06.2008 & Amendment no 1, Dated 18.08.2009 (in respect of BOXNM1)
5	**BOBRM1**	**75**	**70**	MW/SPD/BG/BOBRM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008
6	**BOBRN**	**65**	**60**	MW/SPD/BG/BOBRN/22.32t/Final, Dated 16.05.2011 & its Amendment nos 1&2 , Dated 16.01.2012 & 28.11.2013 respectively
7	**BOBR**	**75**	**60**	MW/SPD/BG/BOBR/22.32t/Final, Dated 03.04.2008 & its Amendment nos 1&2 , Dated 24.06.2013 & 21.03.2017 respectively
8	**BOBRNM1**	**75**	**60**	MW/SPD/BG/BOBRNM1/22.32t/Final, Dated 03.04.2008 & Amendment no 1, Dated 16.06.2008

In view of the aforesaid, all 8 cases related to running of CC+6+2t Loaded Wagons at the respective maximum speed in Empty and Loaded Condition as mentioned in table above, are being forwarded to Railway Board for consideration of sanction of the Central Government with the following conditions/stipulations:

1. *All the conditions/stipulations given by CRS/SC's reference-letters mentioned in column 6 of the enclosed Annexure.*

2. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for each of the proposed 8 wagons within 15 days of running of wagons.*

3. *Special attention and monitoring shall be done for the tracks in the section. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the Engineering Or Operating officer for close monitoring.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

26.07.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त / दक्षिण परिमंडल

Annexure

List of cases related to running of CC+6+2t Loaded Wagons (Max. Axle Load 22.32t)

SN	Wagon Type	Speed kmph-Empty (E)/Loaded(L)			CRS/Southern Circle's Letter reference No.	CCRS File Ref No.	Remarks
		Max.Speed Certified (Latest) by RDSO-E/L	Max Speed Proposed by Railway-E/L	Speed recommended by CRS/SC-E/L			
1	2	3	4	5	6	7	8
1	BOST	80/50	80/50	80/50	Q.16011/09/2009 SR/1215-17, Dated 08.08.2017	Q.13011/36/2009-TW	Railway Board (RBd) vide letter no 2009/CEDO/SR/50, Dated 12.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/50(L)]
2	BCN	80/75	80/65	80/65	Q.16011/11/2009 SR/1302-1304, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier had earlier sanctioned running [Upto Speed 80(E)/60(L)]
3	BCNA	80/75	80/70	80/70	Q.16011/07/2015-16 SR/1307-1309, Dated 06.02.2018	Q.13011/36/2009-TW	RBd vide letter no 2009/CEDO/SR/22, Dated 25.08.2009 had earlier sanctioned running [Upto Speed 80(E)/60(L)]
4	BOXNHSM1	90/75	75/70	75/70	Q.13011/3/2017 SWR/369-371, Dated 31.05.2018	Q.13011/20/2009-TW	RBd vide letter no 2009/CEDO/SR/52, Dated 13.11.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 90(E)/75(L)]
5	BOBRM1	75/70	75/70	75/70	Q.16017/14/2010 SWR/842-852, Dated 26.06.2018	Q.13011/26/2009-TW	RBd vide letter no 2009/CEDO/SR/46, Dated 02.12.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 75(E)/70(L)]
6	BOBRN	65/60	65/60	65/60	Q.13011/05/2017 SWR/886-896, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
7	BOBR	75/70	75/60	75/60	Q.16017/07/2010 SWR/575-885, Dated 26.06.2018	Q.14011/1/Wagon/2005-RS	RBd vide letter no 2007/CEDO/SR/09, Dated 22.05.2007 had earlier sanctioned running for limited period of 1 year or completion of Pilot Project, whichever is earlier [Upto Speed 60(E)/60(L)]
8	BOBRNM1	80/70	75/60	75/60	Q.16017/4/2010 SWR/864-874, Dated 26.06.2018	Q.13011/28/2009-TW	RBd vide letter no 2009/CEDO/SR/41, Dated 23.10.2009 had earlier sanctioned running for limited period of 2 years, to be reviewed later [Upto Speed 80(E)/70(L)]

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. 16017/4/2010 SWR / 864 - 874 (दिनांक) Dated : 26.06.2018

The Secretary (Civil Engg.),
Railway Board,
Rail Bhawan,
New Delhi-110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

विषय/Sub: Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRNM1 on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) of South Western Railway.

संदर्भ/Ref.: CBE/SWR's letter no SWR/W.439/RS/BOBRNM1/CC+6t+2t dated 09.10.2017.

An application for Running of 22.32t (CC+6t+2t) axle load BG bogie open rapid bottom discharge coal hopper wagon type BOBRNM1 on various identified BG sections (Except LD-MRJ, RRB-SMET, BJP-HG) from South Western Railway as per the Joint Safety Certificate No. 0152-BG/R-3 dated 05.05.2017 along with concomitants Track Certificate, Bridge Certificate, is forwarded here with for obtaining Central Government's sanction duly recommended, with the following conditions:

(i) Strict discipline is maintained for identification of CC+6t+2t rakes and ensuring that the speeds of these rakes do not exceed the permitted speeds and speed restrictions as specified in Joint Safety Certificate No. 0152-BG/R-3 dated 05.05.2017.

(ii) Complying all temporary and permanent speed restrictions in force and/or that may be imposed from time to time on account of Track, Bridges, Curves, Signalling and interlocking.

(iii) Strict observance of conditions stipulated in RDSO's Final Speed Certificate No. MW/SPD/BG/BOBRNM1.22.32t/Final dated 03.04.2008 & Amendment No. 1 dated 16.06.2008.

(iv) Strict observance of the Railway Board's sanction letter No. 2009/CEDO/SR/41 dated 23.10.2009 pertaining to sanction for running of BOBRNM1 wagon.

(v) Observance of all directives for operation of 22.32t axle load (CC+6t+2t) communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 20/22.03.2007 and compliance of the conditions laid down in Railway Board's letter vide no. 2005/CE-II/TS/7 dated 01.05.2006 for running of BOBRNM1 wagons loaded to CC+6t+2t tones, specially in regard to installation of WILD and Weigh Bridge Instrumentation. Installations of weigh bridges at loading points and compulsory weighment of every rake.

...2

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टेलीफैक्स Telefax : 080-22260650 (O) ई-मेल E-mail : crsscsbc@swr.railnet.gov.in

(vi) The proposed sections are not in the excluded list of Railway Board for running of such loads.

(vii) Instructions of running of BOBRNM1 (CC+6t+2t) wagon may be published in working time table.

(viii) Strict discipline to be observed in avoiding overloading beyond CC+6t+2t and no wagon is allowed to move on the system once overload of CC+6t+2t comes to notice. Such overloaded wagons should either have load adjusted or detached from the rake.

(ix) 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 wighment is done, subject to strict compliance to conditions stipulated in Board's JPO No. 2007/CE-II/TS/8 dated 02.04.2009. 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".

(x) Whenever it is being run, announcement to be made at the stations enroute for the passengers standing on the platform to caution them.

(xi) A survey to be taken by Railway to check up the infringement of fixed structures such as signal post etc. and the track centre on the sections where it is proposed to run the rolling stock. Necessary precaution such as speed restrictions, protecting the structures to be taken if track centre is less than 4570mm and structure distance is less than 2135mm.

(xii) Improvement to track structure, formation, bridges to be accelerated in the nominated route.

(xiii) The arrears of sanctioned track renewal should be wiped out on priority on routes approved for running CC+8t+2t 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.

(xiv) 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.

(xv) 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.

(xvi) 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 29.07.2008.

(xvii) Right powering of loaded trains running with CC+6+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.

...3

(xviii) 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.

(xix) No overdue in track/rolling stock maintenance should be permitted.

(xx) Separate maintenance regime to be legislated for higher axle load route.

(xxi) 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.).

2. Railway Board has condoned the infringements to the BG Schedule of Dimensions vide Railway Board letter no. 93/CEDO/SR/5 dated 30.12.1993.

26.6.18

(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above

Copy to:

1. The 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/SR/05

New Delhi, Dated 26.09.2018

The General Manager,
East Central Railway,
Hajipur.

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 100 kmph.

संदर्भ : E.C. Rly's letter no. ECR/ENG/HP AC & Non AC DEMU/552, dated 26.10.18.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, followed by compliance to CCRS's observation, vide Railway's letters dated 25.05.2018 & 26.07.2018 ; sanction of the Ministry of Railways, Railway Board is hereby communicated for 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 100 kmph or sectional speed, whichever is less. This sanction is subject to terms and conditions as given in East Central Railway's Joint Safety Certificate No. 12A/2016, with Track Certificate, Bridge Certificate, RDSO's Final Speed Certificates No. MC/RLC/D, dated 27.01.2016 & its amendment *dated 25.05.2018* up to a maximum speed of 100 kmph *and other certificate accompanying with the application and further subjected to the restrictions/conditions as given in above Certificates of E.C. Railway* above referred letter with Board's comments 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. 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 application sent with CRS/EC letter no.1020/DEMU/17/120/H, dated 26.05.2017.*

(iii) *There is no infringement to any of the dimensions as per IRSOD, Revised 2004.*

Prem Sagar

(iv) *The occupancy of the coach shall strictly be 73 only. Additional passengers shall not be permitted due to limited air conditioning capacity.*

(v) *The handle provided for removing the gasket of emergency window shall not kept in glass box and be provided as done for alarm chain pulling handle. The glass breaking in emergency may take time.*

(vi) *Railway should progressively provide drrangement for passengers to come out through emergency window/passage without jumping from the height.*

(vii) *These coaches will run in 8-car train formation with air condition chair car i.e. 1DPC+2TC+2 air condition Chair car+2TC+1DPC according to Para 2 of amendment No. 3 dated 23.05.2018 to RDSO's speed certificate No. MC/RLC/D dated 11.01.2010.*

Prem Sagar

(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/05 **New Delhi, Dated 26.09.2018**

Copy forwarded for information to :

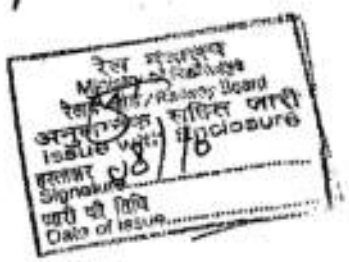
1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 16011/01/2016-17-T.W., dated 20.03.2018.
2. The General Managers, All Indian Railways (except ECR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

Prem Sagar

(प्रेम सागर गुप्ता)

कृते सचिव, रेलवे बोर्ड

O/C



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

सं. - 2018/CEDO/SD/31

New Delhi, Dated 03.10.2018

The General Manager,
Northeast Frontier Railway,
Guwahati.

विषय : Temporary condonation of infringement w.r.t. IRSOD, 2004 for Mancotta Road Over Bridge, Dibrugarh Town Yard (km 0/6-7), between DBRT-CKW of Tinsukia Division of Northeast Frontier Railway, upto March'2020.

संदर्भ : N.F. Rly's letter no. 178/W/DRG/BR/Condonation, dated 13.06.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary Condonation w.r.t. IRSOD, 2004 for minimum vertical clearance from Rail Level to any structure, under Mancotta Road Over Bridge, Dibrugarh Town Yard (km 0/6-7), between DBRT-CKW of Tinsukia Division of Northeast Frontier Railway, upto March'2020. The details of infringement is as under :

"IRSOD, 2004 (ACS-13) Schedule-I, Chapter-I, Para-10 (a) (Height of Road Over Bridges); (i.e. available clearances of 4840mm/4670mm instead of 4875mm → infringement of 35mm/205mm as the case may be), as shown in Form-XVII and drawings, accompanying above referred letter.

Further, this condonation is subject to the following conditions:

(i) No track raising under this ROB is permitted.
(ii) ODC of height upto 4500mm through Line no. 1 & 2 will be permitted to pass under the ROB.
(iii) ODC of height more than 4500mm and upto 4600mm through Line no. 1 will be permitted to pass under the ROB.
(iv) Speed restriction of 20 Kmph will be required.
(v) R.E. i.e. 25 KV working shall be introduced only after removal of infringement.
(vi) Infringement shall be removed by March, 2020.
(vii) Infringement shall be recorded in infringement register.
(viii) A special board showing infringement shall be provided at the location.

Prem Sagar
3/10/18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी(जी)रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL)]

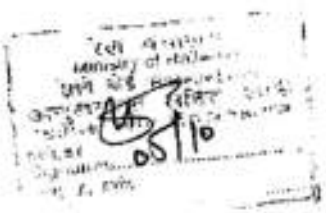
सं.- 2018/CEDO/SD/31

New Delhi, Dated 03.10.2018

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. 11012/01//NFC/2018-19-T.W., dated. 03.09.2018.
2. The Commissioner of Railway Safety, N.F. Circle, 14, Strand Road (12th Floor), Kolkata-700001, w.r.t. letter no. 304/2018-19/1/Condonation/NFC/660, dated 2808.2018.

Prem Sagar
3/10/18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

सं. 2012/CEDO/SD/IRSOD/O(Pt.) New Delhi, Dated 01.10.2018

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

विषय : Exemption to the provision stipulated in para 11(B) vii, & viii & note(c) of para 11(B) of IRSOD-2004 for placement of Signal post in between two lines in Station Yard.

संदर्भ : CMD/RVNL's DO letter no. 2008/RVNL/P/Policy/431/Vol.-1 dt. 20.09.2018, addressed to Member Engineering.

CMD/RVNL, has sent a proposal for issuing correction slip in IRSOD-2004 w.r.t. Exemption to the provision stipulated in para 11(B) vii, & viii & note(c) of para 11(B) of IRSOD-2004 for placement of Signal post in between two lines in Station Yard (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".**

DA: RVNL's DO letter dated 20.09.2018

(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 for information and necessary action to EDs: Track-1, B&S & Signal, RDSO Manak Nagar, Lucknow.

Copy for information to :

1. AM/Works, Railway Board.
2. CMD/RVNL, New Delhi

O/C

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

रेल विकास निगम लिमिटेड
(भारत सरकार का उपक्रम)
Rail Vikas Nigam Limited
(A Government of India Enterprise)

No. 2008/RVNL/P/Policy/431/Vol-I

Date 20.09.2018

Member Engineering
Railway Board
Rail Bhawan
New Delhi.

Respected Sir,

Sub: Exemption to the provision stipulated in para 11 (B) vii, viii & note(c) of para 11(B) of schedule of Dimension (SOD) –2004 for placement of Signal post in between two lines in Station yard.

Ref: 1. Addendum and Corrigendum Slip (ACS) No. 13 to the IRSOD (BG) 2004 dated 21.10.2013.
2. Addendum and Corrigendum Slip (ACS)No. 16 to the IRSOD (BG) 2004 dated 12.05.2015.
3. Addendum and Corrigendum Slip (ACS) No. 19 to the IRSOD (BG) 2004 dated 16.11.2016.
4. CMD/RVNL's D.O no. 2008/RVL/P/Policy/431/Vol-II dated 15.6.2016

As per para 1(ii) of Chapter- II of Schedule of Dimension (SOD) - 2004, "Minimum distance centre to centre of tracks for new works or alternations to existing works is 5300 mm."

Signal posts along with foundation are being placed as per the provision of SOD- 2004 vide para 11(A) and 11(B) of Chapter- II of SOD-2004 in between tracks in station yards.

After issuance of ACS no.13 & ACS no.16, as per para 11(B) vii & viii of chapter-II, minimum horizontal distance from center of the track to any structure below rail level and up to formation level of the track on straight & curves up to radius of 875m is 2575 mm & with radius less than 875 m is 2725mm however as per note (d) of para 11(A) of ACS no.13 and note (c) of para 11(B) of ACS no.16 of SOD-2004, in case signal post is to be placed between two lines, minimum distance of edge of foundation of signal post at and above formation level up to rail level from centre of track, shall be 2360 mm after making full efforts for providing prescribed clearances as far as possible.

As per the drawing of signal foundation being used all over Indian Railways, width of Signal foundation at rail level is 560 mm and at formation level is 870 mm. Therefore, minimum distance between centre to centre of the tracks considering Signal posts in between, should be 5590 mm (2×2360+870= 5590 mm).

However, in ACS no.13 itself, the above provisions of para 11(B) vii & viii of chapter II have been exempted for bridges. The above exemption is further extended to tunnels, ballast less tracks (including washable aprons) vide note(e) of para11(A) & note(b) of para 11(B) of chapter II in ACS no.16 to SOD- 2004.

Further in ACS no.19 to SOD-2004 vide note(c) It is added that in case of signal post is required to be placed in between tracks under unavoidable circumstances, the clearance mention in

Cont....2/-

para I (ii) of chapter II of SOD need to be increased by equal to the width of signal foundation of 870 mm, however, the earlier provisions of ACS no.13 &16 are kept as it is.

It is evident that placement of Signal Post in between lines in station yard is absolute necessity as main line Starter & Shunt signals shall necessarily to be placed in between main line & loop line. Moreover, due to various reasons & space constraints, it is also not possible to meet the requirement of para I (ii) of chapter II of SOD i.e. to keep the clearance of minimum 5300 mm by increasing the spacing duly accommodating width of Signal foundation.

FCE/G may please help

It is, therefore, requested that placement of Signal Post in between tracks may be allowed by exempting para 11(B) vii, viii & note(c) of para 11(B) on the similar lines as accorded for bridges, tunnels & ballast less tracks in SOD-2004.

This would help in expediting work on major construction projects by avoiding large scale modifications in yards as well as processing of case to case basis condonation for exemption to the infringement for large number of stations caused by provisions of various ACSs to SOD- 2004 will be avoided.

With kind regards,

Pradeep Gaur 20/9/18
(Pradeep Gaur)
Chairman & Managing Director

S.No.20

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

सं.2016/CEDO/SR/01

New Delhi, Dated 28.09.2018

The General Manager,
Northern Railway,
New Delhi.

The General Manager,
North Central Railway,
Allahabad.

विषय : Sanction for regular operation of Gatiman Express (12049/12050) comprising maximum twelve nos. LHB AC (EOG) coaches including two generator vans (i.e. LWFCZAC-2, LWSCZAC-8 & LWLRRM-2) hauled by single WAP-5 class of locomotive over New Delhi – Agra section (UP & DN lines) of Northern Railway and North Central Railway at a maximum speed of 160 kmph on track maintained to C&M-I Vol.-I standard.

संदर्भ : (i) Board's letter of even no., dated 09.01.2018

Board have permitted provisionally the operation of GATIMAN Express at 160kmph further upto September-2018 subject to the some stipulations stated in Board's letter referred above.

Railways are requested to send action taken report on the above.

Prem Sagar
29.9.18

(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, Northern Railway , Baroda House, **New Delhi**
2. PCE, North Central Railway, Allahabad.
3. EDCE/P, ED/B&S, ED/L&A, EDME/Chg. & ED/SDE. , Railway Board, New Delhi.

Railway Board
Signature
Date of Issue

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

सं. 2018/CEDO/SD/34 **New Delhi, Dated 27.09.2018**

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Chatrapur Station : Condonation for horizontal infringement to IRSOD-I, Chapter-II,11(a)(ii & iii) of existing FOB at Chatrapur Railway Station of Khurda Road Division of East Coast Railway .

संदर्भ : E.Co. Rly's letter no. W3/Br/CRS/Cond/FOB CAP/3897, dated 08.05.2018

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

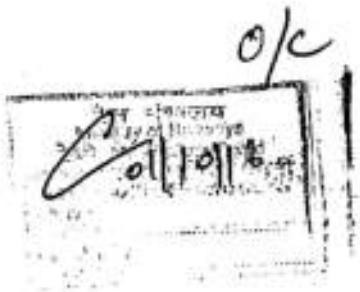
In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

Prem Sagar
28/9
(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, East Coast Railway, **Bhubaneswar.**

O/C



2018/CED0/SD/34

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

eoffice 474446/2018

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. 11019/04/2018–19–त0वि0

दिनांक: 18.09.2018

सेवा में,

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

विषयः Condonation from Railway Board for horizontal infringement to IRSOD Schedule-1, Chapter-II, 11(a) (ii & iii) of existing FOB at Chatrapur Railway Station of Khurda Road Division of East Coast Railway.

संदर्भः संदर्भः रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–863 दिनांक 05.09.2018

The above subject case, forwarded by Commissioner of Railway Safety, South Eastern Circle, has been examined in this office and it is observed that the Railway should plan a new FOB, replacing the existing infringing structure. Therefore, temporary condonation in recommended for two years. The case is being forwarded to Railway Board for necessary action with certain safety precautions. The stipulations are as under:

1. **Special Engineering boards shall be placed at the location indicating less clearance.**
2. **Slewing of track shall not bepermitted to further worsen the infringement.**
3. **Clearances shall be measured every 6 months and records shall be kept with traceability.**
4. **ODC movement shall be restricted.**
5. **Movement of any wagon wider than 3250 mm shall be restricted on this line till the infringing structure is replaced.**
6. **After every track maintenance activity, original clearance shall be checked and certified.**
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.**
10. **Clearances shall be painted on the structure for reference.**

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

18/9/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

सत्यमेव जयते

भारत सरकार
नगर विमानन मंत्रालय
रेल सुरक्षा आयोग, दक्षिण - पूर्व परिमंडल
14, स्ट्रैण्ड रोड, (12 तल), कोलकाता 700 001
दुरभाष : 22484858 (बी.एस.एन.एल)
44604 (एस ई आर), 27062 (ई आर)
फैक्स : 22484858 (बी.एस.एन.एल.), 42221 (एस ई आर)
दुरभाष : 2262 7724, फैक्स : 2262 7724 (बी.एस.एन.एल)
संख्या / No. 863

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, S.E. CIRCLE
14, STRAND ROAD, (12TH FLOOR), KOLKATA-700 001
PHONE : 2248 4858 (BSNL), 44604 (SER), 27062 (ER)
FAX : 22484858 (BSNL), 42221 (SER)
PHONE : 2262-7724 (BSNL)
FAX : 2262-7724 (BSNL)
दिनांक / Date. 05.09.18

To
The Secretary Civil Engineering (G)
Railway Board, Rail Bhawan,
Ministry of Railway,
New Delhi.

(Through: Chief Commissioner of Railway Safety/Lucknow)

Sub: Condonation from Railway Board for horizontal infringement to IRSOD Schedule-1, Chapter-II, 11(a) (ii & iii) of existing FOB at Chatrapur Railway Station of Khurda Road Division of East Coast Railway.

Ref: 1) CBE/ECoR's application No. W3/Br/CRS/Cond/FOB CAP/3896 dtd. 08.05.2018.

Distance between track centre of IRE line (R/1) and FOB trestle at Chatrapur Railway Station is 2050 mm. The minimum prescribed dimension is 2135 mm as per IRSOD 2004 (Revised).

As per Techno economic analysis, a huge amount around Rs. 22 Crore is required apart from this so many days traffic block is required to execute the work of yard remodelling to eliminate the 85 mm horizontal infringement as mentioned.

Due to the constrain of less track centre and other requirement at site, 85 mm horizontal infringement takes place between IRE line (R/1) and FOB trestle as per latest IRSOD.

Justification given in Form XVII for condonation of horizontal infringement is reasonable considering the site condition.

So, in view of the justification furnished by Railways, condonation of horizontal infringement as asked may be approved subject to the following stipulations;

1. Special Engineering boards shall be placed at the location indicating less clearance.
2. Slewing of track shall not be permitted to further worsen the infringement.
3. Clearances shall be measured every 6 months and records shall be kept with traceability.
4. ODC movement shall be restricted.

....2.

5. After every track maintenance activity, original clearances shall be checked and certified.
6. Proper illumination of the area shall be done.
7. Area should be kept free of movable trolleys.
8. Special paints provided on structure to indicate infringement.
9. Clearances shall be painted on the structure for reference.

5.9.18

(K.A. Manoharan)
Commissioner of Railway Safety
South Eastern Circle, Kolkata.

D.A.:
1) Application for condonation.
2) Form No. – XVII.
3) Check List.
4) Techno Economic survey report.
5) DRM/KUR's Drg. No. SK/32/KUR/2018 of CHATRAPUR Station showing the infringement of FOB.

Commissioner of Railway Safety
RECEIVED
Date.....
S.E. Circle, Cal-700001

EAST COAST RAILWAY

Office of the
General Manager (Engg),
Bhubaneswar-751 023
Dated: 08.05.2018

No. W3/Br/CRS/Cond/FOB CAP/ 3897

To
The Secretary Civil Engg(G),
Railway Board,
Rail Bhawan, New Delhi.

(Through Chief Commissioner of Railway Safety, LKO)

Sub:- Chatrapur Station: Condonation for horizontal infringement to IRSOD-Schedule-1, Chapter II, 11(a) (ii & iii) of existing FOB at Chatrapur Railway Station of Khurda Road Division of East Coast Railway.

In above regard please find enclosed a detailed proposal containing following documents in three sets:

(i) CRS application (Annexure-I).
(ii) Check list (Annexure-II).
(iii) Infringement details in Form No.XVII (Annexure-III).
(iv) Description of work (Annexure-IV).
(v) Detailed Justification and Techno Economic Analysis (Annexure-V).
(vi) Infringement Diagram of FOB at Chatrapur Station (Annexure-VI).

Encl: Annexure I to VI.

8.5.18
(D.P.Lal)
Chief Bridge Engineer
E.Co.Railway, Bhubaneswar.

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

सं. 2018/CEDO/SD/35

New Delhi, Dated 27.09.2018

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Jaipur Keonhar Road Station : Condonation for horizontal infringement to IRSOD-I, Chapter-II,11(a)(ii & iii) of existing FOB at Jaipur Keonhar Road Railway Station of Khurda Road Division of East Coast Railway .

संदर्भ : E.Co. Rly's letter no. W3/Br/CRS/Cond/FOB JJKR/3899, dated 08.05.2018

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
28/9

(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, East Coast Railway, **Bhubaneswar.**



O/C

2018/CEDO/SD/35

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:
N.E.Rly. 31-140, N.Rly. 23-:
फैक्स/Fax-0522-2233095, 2233(
E-mail : chiefcom@rediffmail.c

eoffice 474459/201

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. 11019/05/2018-19-तoवि०

दिनांक: 18.09.2018

सेवा में,

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

विषय: Condonation from Railway Board for horizontal infringement to IRSOD Schedule-1, Chapter-II, 11(a) (ii & iii) of existing FOB at Jajpur Keonjhar Road Railway Station of Khurda Road Division of East Coast Railway.

संदर्भ: संदर्भः रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या-864 दिनांक 05.09.2018

The above subject case, forwarded by Commissioner of Railway Safety, South Eastern Circle, has been examined in this office and it is observed that the Railway should plan a new FOB, replacing the existing infringing structure. Therefore, temporary condonation in recommended for two years. The case is being forwarded to Railway Board for necessary action with certain safety precautions. The stipulations are as under:

DCE/G
Reg
20/9
ADG
Dear Rajeev Ji

1. **Special Engineering boards shall be placed at the location indicating less clearance.**
2. **Slewing of track shall not bepermitted to further worsen the infringement.**
3. **Clearances shall be measured every 6 months and records shall be kept with traceability.**
4. **ODC movement shall be restricted.**
5. **After every track maintenance activity, original clearances shall be checked and certified.**
6. **Proper illumination of the area shall be done.**
7. **Movement of any wagon wider than 3250 mm shall be restricted on this line till the infringing structure is replaced.**
8. **Special paints provided on structure to indicate infringement.**
9. **Clearances shall be painted on the structure for reference.**
10. **Railway shall rebuild the FOB within two years to remove the infringement.**

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

18/9/18

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित- रेल संरक्षा आयुक्त दक्षिण पूर्व परिमण्डल कोलकाता ।

सत्यमेव जयते

भारत सरकार
नगर विमानन मंत्रालय
रेल सुरक्षा आयोग, दक्षिण - पूर्व परिमंडल
14, स्ट्रैण्ड रोड, (12 तल), कोलकाता 700 001
दुरभाष : 22484858 (बी.एस.एन.एल)
44604 (एस ई आर), 27062 (ई आर)
फैक्स : 22484858 (बी.एस.एन.एल.), 42221 (एस ई आर)
दुरभाष : 2262 7724, फैक्स : 2262 7724 (बी.एस.एन.एल)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, S.E. CIRCLE
14, STRAND ROAD, (12TH FLOOR), KOLKATA-700 001
PHONE : 2248 4858 (BSNL), 44604 (SER), 27062 (ER)
FAX : 22484858 (BSNL), 42221 (SER)
PHONE : 2262-7724 (BSNL)
FAX : 2262-7724 (BSNL)

संख्या / No. 864

दिनांक / Date. 05.09.2018

To
The Secretary (Civil Engineering)
Railway Board,
Ministry of Railway,
New Delhi.

(Through: Chief Commissioner of Railway Safety/Lucknow)

Sub: Condonation from Railway Board for horizontal infringement to IRSOD Schedule-1, Chapter-II, 11(a) (ii & iii) of existing FOB at Jajpur Keonjhar Road Railway Station of Khurda Road Division of East Coast Railway.

Ref: 1) CBE/ECoR's application No. W3/Br/CRS/Cond/FOB JJKR/3898 dtd. 08.05.2018.

Distance between track centre of Down main line (R/2) and FOB trestle at Jajpur Keonjhar Road Railway Station is 2080 mm. The minimum prescribed dimension is 2135 mm as per IRSOD 2004 (Revised).

As per Techno economic analysis, a huge amount around Rs. 44 Crore is required apart from this so many days traffic block is required to execute the work of yard remodelling to eliminate the 55 mm horizontal infringement as mentioned.

Due to the constrain of less track centre and other requirement at site, 55 mm horizontal infringement takes place between Down main line (R/2) and FOB trestle as per latest IRSOD.

Justification given in Form XVII for condonation of horizontal infringement is reasonable considering the site condition.

Cont.....2.

So, in view of the justification furnished by Railways, condonation of horizontal infringement as asked may be approved subject to the following stipulations;

1. Special Engineering boards shall be placed at the location indicating less clearance.
2. Slewing of track shall not be permitted to further worsen the infringement.
3. Clearances shall be measured every 6 months and records shall be kept with traceability.
4. ODC movement shall be restricted.
5. After every track maintenance activity, original clearances shall be checked and certified.
6. Proper illumination of the area shall be done.
7. Area should be kept free of movable trolleys.
8. Special paints provided on structure to indicate infringement.
9. Clearances shall be painted on the structure for reference.
10. Railway shall rebuild the FOB within two years to remove the infringement.

5.9.18

(K.A. Manoharan)
Commissioner of Railway Safety
South Eastern Circle, Kolkata.

D.A.:
1) Application for condonation.
2) Form No. – XVII.
3) Check List.
4) Techno Economic survey report.
5) DRM/KUR's Drg. No. SK/33/KUR/2018 of JAJPUR KEONJHAR ROAD Station showing the Infringement of FOB.



EAST COAST RAILWAY

Office of the
General Manager (Engg),
Bhubaneswar-751 023
Dated:08.05.2018

No. W3/Br/CRS/Cond/FOB JJKR/ .. 3899

To
The Secretary Civil Engg(G),
Railway Board,
Rail Bhawan, New Delhi.

(Through Chief Commissioner of Railway Safety, LKO)

Sub:- Jajpur Keonjhar Road Station: Condonation for horizontal infringement to IRSOD- Schedule-1, Chapter II, 11(a) (ii & iii) of existing FOB at Jajpur Keonjhar Road Railway Station of Khurda Road Division of East Coast Railway.

In above regard please find enclosed a detailed proposal containing following documents in three sets:

(i) CRS application (Annexure-I).
(ii) Check list (Annexure-II).
(iii) Infringement details in Form No.XVII (Annexure-III)
(iv) Description of work (Annexure-IV).
(v) Detailed Justification and Techno Economic Analysis (Annexure-V).
(vi) Infringement Diagram of FOB at Jajpur Keonjhar Road Station (Annexure-VI).

Encl: Annexure I to VI.

8.5.18

(D.P.Lal)
Chief Bridge Engineer
E.Co.Railway, Bhubaneswar.

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

सं. 2018/CEDO/SD/36

New Delhi, Dated 27.09.2018

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Condonation for vertical infringement to IRSOD- Schedule-I, Chapter-I, Item No. 10(c), subsequently revised Vide ACS No. 13 Note-(b) under Road Over Bridge No. 580 A at KM. 437/3-5 in between stations Bhubaneswar (BBS) and Retang (RTN) on Howrah – Visakhapatnam main line in Khurda Road Division of East Coast Railway.

संदर्भ : E.Co. Rly's letter no. W3/Br/CRS/Cond/ROB- 580A/4367, dated 24.05.2018

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

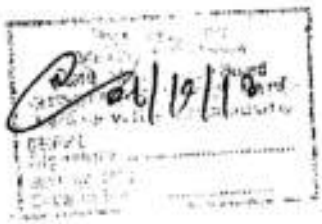
In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

Prem Sagar
28/9
(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, East Coast Railway, **Bhubaneswar.**

O/C



2018/CRDO/SD/36

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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N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

e-office 474468/2018

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.क्यू. 11019/06/2018–19–तकवि0

दिनांक: 18.09.2018

सेवा में,

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

विषय: Condonation from Railway Board for vertical infringement to IRSOD Schedule-1, Chapter-I, Item no. 10(c), subsequently revised Vide ACS No. 13 Note-(b) under Road-over Bridge no. 580A at Km. 437/3-5 in between stations Bhubaneswar (BBS) and Retang (RTN) on Howrah-Visakhapatnam main line in Khurda Road Division of East Coast Railway.

संदर्भ: संदर्भः रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–885 दिनांक 05.09.2018

The above subject case, forwarded by Commissioner of Railway Safety, South Eastern Circle, has been examined in this office and it is observed that the Railway should plan a new ROB, replacing the existing infringing structure. Therefore, temporary condonation in recommended for two years. The case is being forwarded to Railway Board for necessary action with certain safety precautions. The stipulations are as under:

1. **Adequate long term and short term electrical clearances are ensured.**
2. **Raising of track should not be permitted. Marking of rail level prominently on FOB/ROB pillars.**
3. **Special Engineering boards may also be placed at the location indicating infringement.**
4. **ODC movement restrictions, if required, as per para 2 of chapter-VA of IRSOD ACS-10 or otherwise.**
5. **Measurement of vertical clearance every six months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.**
6. **Also, Guard rail should be provided below the structure (ROB) with flare at both end, till he time old ROB is replaced with a new one as mentioned above.**
7. **Infringing ROB shall be replaced within 2 years.**

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

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

सत्यमेव जयते

भारत सरकार
नगर विमानन मंत्रालय

रेल सुरक्षा आयोग, दक्षिण - पूर्व परिमंडल
14, स्ट्रैण्ड रोड, (12 तल), कोलकाता 700 001
दुरभाष : 22484858 (बी.एस.एन.एल)
44604 (एस ई आर), 27062 (ई आर)
फैक्स : 22484858 (बी.एस.एन.एल.), 42221 (एस ई आर)
दुरभाष : 2262 7724, फैक्स : 2262 7724 (बी.एस.एन.एल)

संख्या / No. 865

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
COMMISSION OF RAILWAY SAFETY, S.E. CIRCLE
14, STRAND ROAD, (12TH FLOOR), KOLKATA-700 001
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FAX : 22484858 (BSNL), 42221 (SER)
PHONE : 2262-7724 (BSNL)
FAX : 2262-7724 (BSNL)

दिनांक / Date 05.09.2018

To
The Secretary (Civil Engineering)
Railway Board,
Ministry of Railway,
New Delhi.

(Through: Chief Commissioner of Railway Safety/Lucknow)

Sub: Condonation from Railway Board for vertical infringement to IRSOD Schedule-1, Chapter-I, Item no. 10(c), subsequently revised Vide ACS No. 13 Note-(b) under Road-over Bridge no. 580A at Km. 437/3-5 in between stations Bhubaneswar (BBS) and Retang (RTN) on Howrah – Visakhapatnam main line in Khurda Road Division of East Coast Railway.

Ref: 1) CBE/ECoR's application No. WB/Br/CRS/Cond/ROB–580A/4367 dtd. 24.05.2018.

The Road Over Bridge No. 580A (Kalpana) is existing located at Km. 437/3-5 in between stations Bhubaneswar and Retang on Howrah – Visakhapatnam main line in Khurda Road Division of East Coast Railway.

Vertical heights from rail level to bottom of deck slab of ROB No. 580A are 4970 mm and 5010 mm on Down main line and common line respectively. The minimum prescribed dimension is 5070 mm as per IRSOD – 2004 (Revised).

As per Techno economic analysis, a huge amount around Rs. 18 Crore is required apart from this so many days traffic block is required to execute the work of raising of ROB even both side road approach is to be raised and realignment which is to be executed by the R&B, State Govt. Of Odisha to eliminate the 100 mm vertical infringement on Dn. Main line and 60 mm vertical infringement on common line as mentioned.

Due to the constrain of less vertical clearance, 100 mm and 60 mm vertical infringement on Dn. Main line and common line respectively takes place as per latest IRSOD.

Justification given in Form XVII for condonation of vertical infringement is reasonable considering the site condition.

.....2.

So, in view of the justification furnished by Railways, condonation of vertical infringement as asked may be approved subject to the following stipulations;

1. Adequate long term and short term electrical clearances are ensured.
2. Raising of track should not be permitted. Marking of rail level prominently on FOB/ROB pillars.
3. Special Engineering boards may also be placed at the location indicating infringement.
4. ODC movement restrictions, if required, as per para 2 of chapter-VA of IRSOD ACS-10 or otherwise.
5. Measurement of vertical clearance every six months jointly by Engineering and Electrical departments. Records of measurements should be kept with traceability.

5.9.18

(K.A. Manoharan)
Commissioner of Railway Safety
South Eastern Circle, Kolkata.

D.A.:
1) Application for condonation.
2) Form No. – XVII.
3) Check List.
4) Techno Economic survey report.
5) DRM/KUR's Drg. No. SK/34/KUR/2018 of Vertical Infringement of ROB at Km. 437/3-5.



EAST COAST RAILWAY

Office of the
General Manager (Engg),
Bhubaneswar-751 023
Dated.24.05.2018.

No. W3/Br/CRS/Cond/ROB - 580A/ 4367

To
The Secretary Civil Engg(G),
Railway Board,
Rail Bhawan, New Delhi.

(Through Chief Commissioner of Railway Safety, LKO)

Sub:- Condonation for vertical infringement to IRSOD- Schedule-I, Chapter I, Item no. 10(c), subsequently revised Vide ACS No. 13 Note-(b) under Road-over Bridge no. 580A at KM.437/3-5 in between stations Bhubaneswar (BBS) and Retang (RTN) on Howrah -Visakhapatnam main line in Khurda Road division of E. Co. Railway.

In above regard please find enclosed a detailed proposal containing following documents in three sets:

(i) CRS application (Annexure-I).
(ii) Check list (Annexure-II).
(iii) Infringement details in Form No.XVII (Annexure-III).
(iv) Description of work (Annexure-IV).
(v) Detailed Justification and Techno Economic Analysis (Annexure-V).
(vi) Infringement Diagram of Road-over Bridge no. 580A at KM.437/3-5 (Annexure-VI).

Encl: Annexure I to VI in 3 sets.

24.5.18
(D.P.Lal)
Chief Bridge Engineer
E.Co.Railway, Bhubaneswar

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

No. 2018/CEDO/SR/20 **New Delhi, dated 27.09.2018**

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

Sub:- Introduction of operation of BG ICF EOG AC coaches type WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC-A, WDCRAC-A & WLRRM-A fitted with pneumatic suspension at secondary stage (maximum axle load 16.25t) up to a maximum speed of 105 kmph on all BG routes of Central Railway.

Ref:- CR's letter No. W/681/Y-141/BR/Deccan Odyssey, dated 10.08.2018.

With reference to your above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is here by communicated for introduction of operation of BG ICF EOG AC coaches type WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC-A, WDCRAC-A & WLRRM-A fitted with pneumatic suspension at secondary stage (maximum axle load 16.25t) up to a maximum speed of 105 kmph on all BG routes subject to terms & conditions mentioned in Central Railway Joint Safety Certificate No. JSC38/2018, Track Certificate No. TC 38/2018, Bridge Certificate No. BC 38/2018 and RDSO's Final Speed Certificate No. SV.AS.ML dated 20.07.2018 for operation of BG ICF EOG AC coaches fitted with pneumatic suspension at secondary stage at a maximum speed of 105 kmph on track maintained other than C&M-I Vol-I standards and other certificates accompanying above referred letter with Board's stipulations 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 Central Railway in Joint safety Certificate No. JSC/38/2018, Track Certificate No. TC/38/2018 & Bridge Certificate No. BC/38/2018.

(ii) Ensuring compliance of all conditions/stipulations as mentioned in Joint safety Certificate No. JSC/38/2018, Track Certificate No. TC/38/2018 & Bridge Certificate No. BC/38/2018.

(iii) Ensuring compliance of all conditions/stipulations as mentioned in RDSO's Final Speed Certificate No. SV.AS.ML dated 20.07.2018 for operation of BG ICF EOG AC coaches fitted with pneumatic suspension at secondary stage at a maximum speed of 105 kmph on track maintained to other than C&M-I Volume-I Standards.

(iv) Provision of at least two emergency windows- one on each side of the coach with proper identification & notification at appropriate locations shall be made. The method of operation shall be exhibited. The design of emergency window shall be approved by the CME of Central Railway till RDSO design is received.

Date of issue 28-9-18

Prem Sagar

(v) Installation of smoke detection system and automatic fire alarm. Minimum four fire extinguishers in each coach. Their locations shall be exhibited in coaches.

(vi) The locations of Alarm Chain and guidelines to operate shall be exhibited in the coaches.

(vii) Availability of adequate spares of air springs shall be ensured by the Railway. The staff shall be trained and their assurance obtained for having understood the working and repair practices related to air springs.

(viii) The Railway, on priority, should develop mechanism to automatically communicate deflated condition of air springs to the Loco pilot.

(ix) Railway shall ensure proper maintenance of the rolling stock.

(x) Brakes of coaches shall be in good working order during the operation.

(xi) In case of the air spring gets deflated, the speed shall be limited to 60 kmph.

Prem Sagar
27.09.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803(Rly) : 011-233383379(MTNL)]

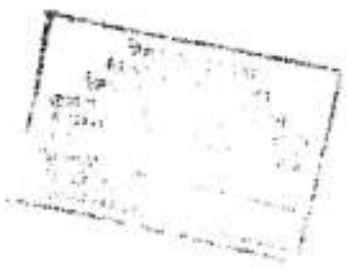
No. 2018/CEDO/SR/20 **New Delhi, Dated 27.09.2018**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, NE Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001 w.r.t endorsement no. क्यू.13011/03/2018-19-त.वि. dated 24.09.2018.
2. General Managers, All Indian Railways (except CR)
3. Director General/RDSO
4. The Commissioner of Railway Safety, All Circles.
5. Executive Director- Motive Power and Track-1, RDSO, Lucknow

O/C

Prem Sagar
27.09.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



No. 2016/CEDO/SR/05

Sub: Sanction for running of non-AC LWSCN, LS, LS-3, LS-5 coaches upto a maximum speed of 130 kmph on regular basis.

Ref: CCRS's letter no क्यू.13015/01/2016.17-त.वि., dated 14.09.2018.

Vide letter dated 14.09.2018 referred above, CCRS is agreed for running of non AC LWSCN, LS, LS-3, LS-5 coaches upto a maximum speed of 130 kmph on regular basis, with some observations/conditions (copy enclosed).

In view of above, EDME(coaching) is requested to send compliance/feedback/clarification to the above observations, so that the same can be processed further.

Encl: As above.

Prem Sagar
26.09.18
EDCE(G)

EDME(Coaching)

a/c 24/9/18

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

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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.13015/01/2016.17–त.वि.

दिनांक:14.09.2018

सेवा में,

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

[ध्यानार्थ:EDCE(G)]

विषय:Running of Non-AC Coaches at 130 kmph on regular basis.

संदर्भ:(i) Railway Board's letter No. 2016/CEDO/SR/05, dated 14.09.2018 (SN-8)
(ii) This office's letter of even no. Dated 21.09.2017 (SN-3)
(iii) Railway Board's Sanction letter No. 2011/CEDO/SR/26, dated 21.12.2011 for running of BG 3-Tier Sleeper Non-AC EOG LHB variant Coach type LWSCN at a maximum speed of 130 kmph
(iv) Railway Board's Sanction letter No. 2011/CEDO/SR/27, dated 21.12.2011 for running of BG Second Class Non-AC EOG LHB variant Coach type LS at a maximum speed of 130 kmph
(v) Railway Board's Sanction letter No. 2015/CEDO/SR/14, dated 18.02.2016 for running of BG Second Class Non-AC EOG LHB variant Coach type LS-3 at a maximum speed of 130 kmph
(vi) Railway Board's Sanction letter No. 2016/CEDO/SR/05, dated 04.10.2016 for running of BG Second Class Non-AC EOG LHB variant Coach type LS-5 at a maximum speed of 130 kmph (SN-2)

Railway Board vide letters mentioned under reference from (iii) to (vi) above has sanctioned running of BG Non-AC EOG LHB variant Coaches type LWSCN, LS LS-3 & LS-5 at maximum speed of 130 kmph.

Vide letter under reference (ii) above, this office had asked Railway Board to submit the 'Action Taken Report' to Commission regarding running of BG Non-AC LHB variant Coaches at 130 kmph.

Railway Board vide letter mentioned under reference (i) above has submitted the 'Action Taken Report' and also requested to allow running of BG Non-AC LHB variant Coaches type LWSCN, LS, LS-3 & LS-5 up to a maximum speed of 130 kmph on regular basis.

'Action Taken Report' sent by Railway Board has been examined in this office. Railway Board's request to allow running of BG Non-AC LHB variant Coaches type LWSCN, LS, LS-3 & LS-5 up to a maximum speed of 130 kmph on regular basis is agreed to by the Commission with the following conditions:

(i) *Dust and noise levels, tentatively recommended by Railway Board shall be strictly followed for the time being. Railway should improve these levels in consultation with CPCB (Central Pollution Control Board) in a time bound manner. Railways shall also device mechanism to monitor and maintain these levels inside the coach.*

(ii) *Railway shall categorise high temperature-prone routes i.e. where temperature above 45 degree is observed during summer season. On such identified routes, speed of trains shall be restricted to 110 kmph during the daytime in summer season. This shall also be included in the Working Time Table.*

(iii) *Railway should ensure that there is no overcrowding/overloading of coach so as to ensure that load in the coach does not exceed its maximum design load.*

(iv) *A separate maintenance regime for Non-AC LHB Coaches running at 130 kmph shall be devised and followed.*

(v) *There is no violation of Rule 4.08 (1) (a) of General Rules 1976 for Indian Railways.*

(vi) *Track on the section must be maintained to the standards laid down in RDSO Report no. C&M-I Vol-I.*

(vii) *All the conditions laid down in the respective RDSO's Speed Certificates, on the basis of which Railway Board earlier sanctioned running of BG Non-AC EOG LHB variant Coaches type LWSCN, LS LS-3 & LS-5 at maximum speed of 130 kmph, shall be strictly adhered to.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

14.09.2018

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

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

No. 2018/CEDO/SD/32 **New Delhi, Dated 26.09.2018**

The General Manager,
Eastern Railway,
Kolkata.

Sub : Condonation for infringing gradient 1:200, 1:210 and 1:303 on Panjab Mail Route and 1:210, 1:213 and 1:300 on Rajdhani Route at Sitarampur station between Sitarampur –Jhalha section and Sitampur – Dhanbad section w.r.t. infringement of IRSOD, 2004 of Asansol Division of Eastern Railway.

Ref : Eastern Rly's letter no. W(3) 591/3 Vol.-IV, dated 24.04.2018

Vide your letter referred above; CCRS has forwarded the case for Board's Condonation with some observations/conditions **(copy enclosed)**. Further as per ACS-16 of IRSOD-2004, power of condonation for gradients steeper than 1 in 400 and upto in 260 lies with Commissioner of Railway Safety.

In view of above, Railway is requested to:

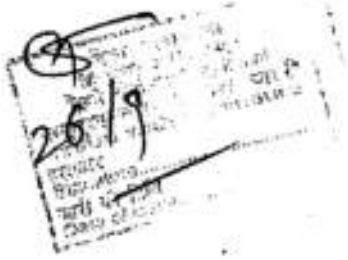
(i) Since the gradient are existing since 1966, kindly send comments to the above observations of CCRS, after duly examining the present SWR.

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

Copy forwarded for information & necessary action to :

1. PCE, Eastern Railway, **Kolkata.**

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 (
N.E.Rly. 31-140, N.Rly. 23
फैक्स/Fax-0522-2233095, 223:
E-mail : chiefcom@rediffmail.

S.240-
eoffice-468667/2018

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

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

संख्या.क्यू. 11012/01/2018–19–त0वि0

दिनांक: 06.09.2017

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

ADE
Pl. be allowed
DEE/GD 9/9
Reg
6/9

विषय: Condonation from Railway Board for proposed gradient of 1:200, 1:210 and 1:303 on Punjab Mail Route and 1:210, 1:213 and 1:300 on Rajdhani Route at Sitarampur station in Sitarampur – Jhajha section and Sitarampur – Dhanbad section respectively of Asansol division of Eastern Railway.

संदर्भ: रेल संरक्षा आयुक्त, पूर्व परिमण्डल, कोलकाता के पत्र संख्या–1/I/VIII/Infringement/18/402/H दिनांक 30.07.2018

The above subject case, forwarded by Commissioner of Railway Safety, Eastern Circle has been examined in this office and found to be in order. The case is being forwarded to Railway Board for necessary action with certain safety precautions. The stipulations are as under:

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. Proper securing of vehicles has to be done in accordance with the GR 5.23 and SRs there under.

7. The above conditions shall be incorporated in SWR of Sitarampur station and strictly adhered to.

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 vehicles by providing sufficient number of skids and ensuring no train in block section.

10. Yard gradient shall be jointly measured every six months and recorded.

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

06/9/2018

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

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पूर्व परिमण्डल, कोलकाता ।

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

सं.2018/CEDO/SR/20 **New Delhi, Dated 25.09.2018**

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

विषय : Introduction of operation of BG ICF EOG AC coaches type WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC-A, WDCRAC-A & WLRRM-A fitted with pneumatic suspension at secondary stage (maximum axle load 16.25t) up to a maximum speed of 105 kmph on all BG routes of Central Railway.

संदर्भ : Central Rly's letter no. W/681/Y-141/BR/Deccan Odyssey, dated 10.08.18.

Vide your letter referred above; 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 24.09.2018 (along with CRS/CC letter)

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, **MCST, Mumbai**.

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.13011/03/2018–19–त.वि.

दिनांक:24.09.2018

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

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of operation of BG ICF EOG AC coaches type WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC-A, WDCRAC-A & WLRRM-A fitted with pneumatic suspension at secondary stage (maximum axle load 16.25t) upto a maximum speed of 105 kmph on all BG routes of Central Railway (CR).

संदर्भ–(i) CRS/Central Circle's (CRS/CC) letter No. C-11(192)/2018/887, Dated 22.09.2018
(ii) CR's letter no. W /681/Y-141/BR/Deccan Odyssey, Dated 10.08.2018
(iii)CR's Joint Safety Certificate No. JSC38/2018, Track Certificate No.TC 38/2018, Bridge Certificate No. BC 38/2018 & OHE Certificate no. L.574.AC.OHE.39, Dated 02.08.2018
(iv)RDSO's two Final Speed Certificate Nos. SV.AS.ML of same date 20.07.2018 for operation of BG ICF EOG AC coaches fitted with pneumatic suspension at the secondary stage at a maximum speed of 105 & 130 kmph on track maintained to other than C&M-I Volume-I Standards & on track maintained to C&M-I Volume-I Standards respectively.

Central Railway's application submitted to Commission vide letter mentioned under reference (ii) regarding subject matter has been forwarded by CRS/CC vide letter mentioned at reference (i). Case pertains to introduction of operation of BG ICF AC EOG coaches variant types fitted with pneumatic suspension at secondary stage (maximum axle load 16.25t) as per description given in Table below:

SN	Coach Name	Unique Transportation Code	Layout Drawing No.
1.	Staff car	WDSAC-A	WDSAC-9-0-001
2.	Cabin car	WDCTAC-A	WDCTAC1-9-0-001, WDCTAC2-9-0-001 & WDCTAC3-9-0-001
3.	Bar car	WDCBAC-A	WDCBAC-9-0-001
4.	Health car	WDCGNAC-A	WDCGNAC-9-0-001
5.	Conference car	WDCCAC-A	WDCCAC-9-0-001
6.	Restaurant car	WDCRAC-A	WDCRAC1-9-0-001 & WDCRAC2-9-0-001
7.	Power car	WLRRM-A	WLRRM9-9-0-901

Subject case has been examined in this office and found in order. Accordingly, the same being forwarded for Central Government's sanction for operation of rolling stock types, havin Unique Transportation Code WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC A, WDCRAC-A & WLRRM-A fitted with pneumatic suspension at secondary stage upto th maximum permissible speed of **105 (ONE HUNDRED & FIVE) kmph**. on track maintained t other than C&M-I Vol.-I Standard with the following conditions:

1. *All the conditions/stipulations given by CRS/CC's vide letter no.* C-11(192)/2018/887, Dated 22.09.2018, *as mentioned under reference (i) above.*
2. *On the sections where NBD of more than one kilometre is to be catered for, second distant signal or automatic signaling should be available, failing which, suitable speed restriction is to be imposed.*
3. *Railway shall ensure proper maintenance of the rolling stock.*
4. *Brakes of coaches shall be in good working order during the operation.*
5. *In case of the air spring gets deflated the speed shall be limited to 60 kmph.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

24.09.2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रि

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु:
रेल संरक्षा आयुक्त/मध्य परिमंडल–को उनके पत्र संख्या– C-11(192)/2018/887, Dated 22.09.2018 के संदर्भ में

Ply Pd/INDLS

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

रेल संरक्षा आयुक्त
मध्य परिमंडल
2री मंजिल, चर्चगेट
एम. के. रोड
टेली. फैक्स: 022-22056058

Commissioner of Railway Safety
Central Circle
2nd Floor, Churchgate Stn. Bldg.
Annexe, M. K. Road, Mumbai - 400020
Tele Fax : 022 - 22056058

No.C-11(192)/2018/887

Mumbai, dated: 22.09.2018

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow – 226 001

Sub : Operation of BG ICF EOG AC coaches type (WDSAC-A, WDCTAC-A, WDCBAC-A, WDCGNAC-A, WDCCAC-A, WDCRAC-A & WLRRM-A) fitted with pneumatic suspension at secondary stage upto a maximum speed of 105 kmph on all BG routes of Central Railway.

Please find enclosed herewith, Central Railway Administration's letter No.W.681/Y-141/BR/Deccan Odyssey dated 10.08.2018, along with its enclosures. Inspection of the above mentioned coaches was done by undersigned in Mumbai CSMT on 22.09.2018. Inspection report is enclosed herewith.

The running of above coaches is recommended to obtain Central Government Sanction at the speed of 105 Kmph or the speed as proposed by the Central Railway Joint Safety Certificate No 38/2018 whichever is lower on the 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 Central Railway in Joint Safety Certificate No. JSC/38/2018, Track Certificate No. TC/38/2018 and Bridge Certificate No. BC/38/2018.
2. Ensuring compliance of all conditions/ stipulations as mentioned in Joint Safety Certificate No. JSC/38/2018, Track Certificate No. TC/38/2018, Bridge Certificate No. BC/38/2018.
3. Ensuring compliance of all conditions/ stipulations as mentioned in two RDSO Speed Certificates No. SV.AS.ML dated 20.07.2018 for track maintained to C&M-I Vol.-I standard and track maintained to other than C&M-I Vol.-I standard.
4. Provision of at least two emergency windows- one on each side of the Coach with proper identification & notification at appropriate locations shall be made. The method of operation shall be exhibited. The design of emergency window shall be approved by the CME of Central Railway till RDSO design is received.

22/9/18

5. Installation of smoke detection system and automatic fire alarm. Minimum four fire extinguishers in each Coach. Their locations shall be exhibited in Coaches.

6. The locations of Alarm chain and guidelines to oerate shall be exhibited in the Coaches.

7. Availability of adequate [illegible] of air springs shall be ensured by the railway. The staff shall be trained and [illegible] assurance obtained for having understood the working and repair practices [illegible] air springs.

8. Thr railway, on priority, [illegible] develop mechanism to automatically communicate deflated condition of air [illegible] to the Loco pilot.

Encl: CR's Application dated 10.08.2018
& inspection report in duplicate

22/9/2018

(Sushil Chandra)
Commissioner of Railway Safety,
Central Circle, Mumbai.

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 20.09.2018

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Regarding Gradient in Station Yards in DFCCIL.

Ref : DFCCIL letter no. 2014/HQ/EN/MA/WC/PMC/Ph-I/Corsp/CTP-1 & 2/Pt-9, dated 05.09.2018.

Director/Infra, DFCCIL, has sent a proposal w.r.t. Board's letters of even no., dated 21.08.13 & 06.07.18 for issuing correction slip in DFCCIL SSOD- **Regarding Gradient in Station Yards** (copy of relevant paper enclosed).

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

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

ok

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

E-office – 472906/201

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इन्डिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Govt. of India (Ministry of Railways) Enterprise

डेडीकेटेड फ्रेट कोरीडोर

No. 2014/HQ/EN/MA/WC/PMC/Ph-I/Corsp/CTP-1&2/Pt-9 Date: 05.09.2018

Executive Director/ CE(G),
Room No.127,
Railway Board

Sub: Regarding Gradient in Station Yards of DFCCIL.
Ref: (i) ACS 3 to DFC SSOD vide RB's letter no.2011/CEDO/SD/17/O/Pt-II dated 06.07.18.
(ii) ACS 1 to DFC SSOD vide RB's letter No.2011/CEDO/SD/17/O/Pt-II dated 21.08.13

Advance Correction Slip (ACS) No.1 to DFC SSOD circulated vide letter referred (ii) above provided that the powers of condonation for gradient steeper than 1:1200 shall be as under-

(i) Steeper than 1 in 1200 and upto 1 in 400 : Personal approval of Managing Director of DFCCIL after making efforts for providing grade as flatter as possible.
(ii) Steeper than 1 in 400 and upto 1 in 260 : Commissioner of Railway Safety.
(iii) Steeper than 1 in 260 : Railway Board through Chief Commissioner of Railway Safety.

However, Railway Board vide letter referred (i) above, issued Advance Correction Slip (ACS) No.3 to DFC SSOD which stipulates as follows-

Para 8.0 (b) provides that "In case it is not possible to provide Desirable/Recommended gradient of 1 in 1200 in yards even after making effort to provide as flat as possible, reason for deviation from Desirable/Recommended gradient and upto the specified minimum gradient of 1 in 600 shall be recorded by the DFC".

Para 8.0 (d) provides that "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 upto 1 in 400: Commissioner of Railway Safety.
ii) Steeper than 1 in 400: Railway Board through Chief Commissioner of Railway Safety.

As DFCCIL is running parallel to Indian Railway track, there are limitations to the level difference that can be kept between IR & DFC for various constrains like ROW, drainage, existing bridges, ROBs etc.

Though DFCCIL is making all out efforts to provide gradients in Station Yards flatter than 1:600, however it is not always possible to provide gradient flatter than 1:600 in Station Yards. Hence, in all such cases where it is not possible to provide gradient flatter than 1:600, every time DFCCIL has to approach CRS for providing gradient steeper than 1:600 and upto 1:400.

In view of the above, Railway Board is requested to re-consider the issue and restore the condonation of station yard gradients as stipulated in Advance Correction Slip (ACS) No.1 to DFC SSOD.

(D.S. Rana)
Director/Infra

Copy: PED/Infra for kind information

Corporate office: 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi – 110 001.
Tel : 011-23454890, Fax No.011-23454701

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

No. 2018/CEDO/SD/19

Dated 19.09.2018
24

The General Manager,
Southern Railway
Chennai.

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 Roard Over Bridge No. 7R at Chainage 2776.50m at Korukkupet end of Washermenpet(WST) Station Yard-reg.

Ref : Southern Rly's letter no. W.573/M/280, dated 28.12.2017 & 26.06.2018

In continuation to Board's letter of even no. dated 24.05.2018, while examining the case following has been observed :

(i) Details of calculation of extra clearance on curve is not available in the file.

(ii) The effective clearance for the bridge comes out 2076mm (2360mm – 284mm) which gives side clearance of only 246mm w.r.t. wider stock. Railway may clarify the additional restriction to be imposed for running of wider stocks under the bridge.

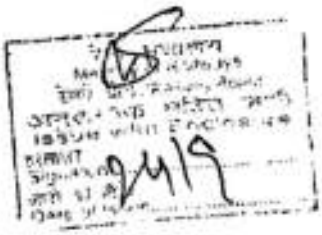
In view of above, Railway is requested take necessary action accordingly.

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

Copy forwarded for information & necessary action to :

1. PCE, Southern Railway, **Chennai.**

O/C



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

सं. 2018/CEDO/SD/25

New Delhi, Dated 19.09.2018

The General Manager,
North Western Railway,
Jaipur.

विषय : Condonation for infringement of track centre of 4720mm and minimum horizontal distance of any structure from center line in the extension/ remodelling of Jaipur Yard.

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

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for infringement of track centre of 4720mm and minimum horizontal distance of any structure from center line w.r.t. Chapter-II, Schedule-I of IRSOD in Jaipur Yard of Jaipur Division of North Western Railway in connection with the extension/remodelling of Jaipur Yard, as shown in Form-XVII and drawings, accompanying above referred letter. The details of infringement is as under :

(A)	Centre to centre of track	(between KM 131/450 (Ch: 180) to KM 133/045 (Ch: 1775m) at Sikar end	infringement of 730 mm w.r.t. Para 1(ii) Note (c)
(B)	150 mm dia. Horizontal water pipe line at 2300 mm above rail level for watering arrangement between line no. 8 and no. 9	between KM 131/547.37 (Ch:277.37m) to 132/006.72 (Ch: 736.72m) at Sikar end	*infringement of 75mm w.r.t. Para 11(B)(iii) from 1065mm to 3735mm above rail level of* Chapter-II, Schedule-I of IRSOD
(C)	2.3 metre high vertical post (93 nos.) of watering arrangement between line no. 8 and 9	between KM 131/547.37 (Ch: 277.37m) to 132/006.72 (Ch: 736.72m) at Sikar end	*(i) infringement of 1 mm at 940 mm to 75 mm at 1065mm above rail level, (ii) infringement of 75 mm from 1065mm to 3735mm above rail level (iii) infringement of 290 mm below rail level up to formation level w.r.t. (ii), (iii) & (vii) of Para 11(B) of* Chapter-II, Schedule-I of IRSOD
(D)	5.2 metre high signal post	between KM 131/550.37 (Ch: 280.37m) to 132/996.53 (Ch: 1726.53m) at Sikar end, for (i) Signal no. C5/S5 at Ch: 1726.53 between DN Main line and	*infringement of 1 mm at 948.0 mm above rail level increasing to 70mm at 1065mm above rail level, infringement of 70mm from 1065mm to 3735mm*

Prem Sagar

		UP/DN branch line, (ii) Signal no. S4 at Ch: 1666.53 between DN Main Line and UP/DN Branch line, (iii) Signal no. SH/C/S13 at Ch: 1212.39 between line no. 1 & 7, (iv) Signal no. S/SH 38 at CH: 817.36 between line no. 1 & 7, (v) Signal no. S/SH 47 at CH: 280.37 between line no. 8 and 9	*above rail level, infringement of 70 mm at 3735mm above rail level decreasing to 1 mm at 3948.11mm above rail level, infringement at formation level 465 mm and up to rail level 285mm level w.r.t. (ii), (iii), (iv) & (vii) of Para 11(B) of* Chapter-II, Schedule-I of IRSOD
(E)	1.5 metre high signal post for	(i) Signal no. SH9 at CH: 1546.53 between shunting neck and UP/DN branch line, (ii) Signal no. SH10 at CH: 1443.39 between line no. 1 & 7, (iii) Signal no. SH15 at CH: 1029.05 between shunting neck and UP/DN branch line, (iv) Signal no. SH42 at CH: 730.47 between line no. 8 & 9, (v) Signal no. SH43 at CH: 722.25 between line no. 1 & 7, (vi) Signal no. SH49 at CH: 280.37 between line no. 9 & 10	*infringement at formation level 365mm & up to rail level 258mm below rail level & up to formation level (infringement at formation level 365mm & up to rail level 258mm - w.r.t. (vii) of Para 11(B) of* Chapter-II, Schedule-I of IRSOD)

The above condonation is subject to stipulations as under :

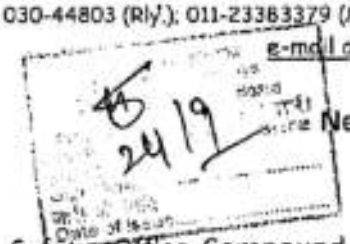
(i) Prohibition of slewing of track of line number 7 to 11.

(ii) Not permitting the use of Ballast Cleaning Machine in the zone of infringement.

(iii) Painting of infringing structures between the lines by special hatching in orange & black to make them distinctly visible.

(iv) Measuring, recording and taking corrective action wherever required every year or after every major maintenance work, whichever is earlier.

Prem Sagar
20.09.18
(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/25 New Delhi, Dated 19.09.2018

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. 11020/01/2018-19-T.W., dated. 09.07.18.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Mumbai - 400020, w.r.t. letter no. 221/284, dated 26.06.2018.

Prem Sagar
20.09.18
(प्रेम सागर गुप्ता)
कृते सचिव

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

सं. 2018/CEDO/SD/24

New Delhi, Dated 19.09.2018

The General Manager,
South Eastern Railway,
Kolkata.

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

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

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of infringement for gradients (steeper than 1 in 260) w.r.t. Para 2(i), Note (d)(ii) of Chapter-II, Schedule-I of IRSOD in Rajkharswan Bypass Line at Rajkharwan West Outer Cabin, Yard at Km. 293.516 (from Howrah)(West Outer Cabin) of Chakradharpur Division of South Eastern Railway in connection with Rajkhaswan – Chakradharpur third line project, as shown in Form-XVII and drawings, accompanying above referred letter. The details of infringement is as under :

(i)	Gradient of 1 in 167 for a length of 40m from CH: 908.67 (F/F.O.) to CH: 948.67m (F/F.O.)
(ii)	Gradient of 1 in 196 for a length of 100m from CH: 948.67m (F/F.O.) to 1048.67m (F/F.O.)
(iii)	Gradient of 1 in 194 for a length of 8.33m from CH: 1408.67m (F/F.O.) to CH: 1417.00 (F/F.O.)

The 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 lose 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.

Prem Sagar

(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.*

(x) *The SWR of the station shall duly contain above provisions.*

Prem Sagar 19.9.18

(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/24 **New Delhi, Dated 19.09.2018**

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. 11019/02/2018-19-T.W., dated. 26.06.2018.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 361, dated 19.06.2018.

Prem Sagar 19.9.18
(प्रेम सागर गुप्ता)
कृते सचिव,



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 14.09.2018

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 16.08.2018.

GGM/EL/TS, DFCCIL, has sent a proposal w.r.t. Board's letter of even no., dated 06.07.2018 for issuing correction slip in DFCCIL SSOD to Western Corridor (copy of relevant paper 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

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

o/c

PHOTO-2018-08-20-12-29-34.jpg

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

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

Dated: 10.08.2018

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. 7 to SSOD for Western Corridor of DFCCIL, 2013.

Ref: 1) ACS no. 3 issued vide Railway Board letter no.2011/CEDO/SD-17/0-Pt.II. Dtd-06.07.2018.

1.0 Addendum & Corrigendum Slip (ACS) no. 3 to SSOD for Eastern and Western DFC, January 2013, was issued, ref.1). At para 17.0, clause no. 8.8 of Chapter-VIII is given as under:

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:	64 mm

2.0 It is proposed to amend Para 8.8 (page 34) Interlocking and Signal Gear of WDFC SSOD as under:

Clause	Items	Dimension
8.8	Maximum height above rail level of any part of Interlocking or Signal gear for a width of 1800 mm or 1830 mm 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:	64 mm

This has approval of Competent Authority.

16.08.18

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

https://mail.google.com/mail/u/0/#inbox?projector=1&messagePartId=0.1

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

सं. 2018/CEDO/SD/31

New Delhi, Dated 11.09.2018

The General Manager,
Northeast Frontier Railway,
Guwahati.

विषय: Temporary condonation of Mancotta Road Over Bridge, Dibrugarh Town Yard (km 0/6-7), between DBRT-CKW upto March'2020 w.r.t. infringement of IRSOD, 2004 of Tinsukia Division of Northeast Frontier Railway.

संदर्भ: N.F. Rly's letter no. 178/W/DRG/BR/Condonation/PtII, dated 10.09.2018

In continuation to Board's letter of even no. dated 10.09.2018, Railway may send following clarification/compliance in order to process the condonation:

(i) When ROB is planned to be rebuilt alongwith RE works, then why condonation is proposed w.r.t. item 10(c), note (b) pertaining to electrified territory?

(ii) If proposed condonation is w.r.t. item 10(c), note (b) and it is planned to continue with this infringement in electrified territory, then Form-XVII shall be supported with proper electrical clearance study of EIG as per drawing & details of proposed electrical equipment under bridge.

(iii) If proposed condonation is w.r.t. item 10(a), then Form XVII may be revised suitably.

In view of above, Railway is requested 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 forwarded for information & necessary action to :

1. PCE, Northeast Frontier Railway, **Guwahati.**

O/C

रेल मंत्रालय
Ministry of Railways
Railway Board
Issue with Enclosure
हस्ताक्षर
Signature

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

No. 2018/CEDO/SD/22 **New Delhi, Dated 11.09.2018**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय- Condonation of IRSOD provisions (A&C Slip No. 7 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 Railway's letter no W755(Condonation/W4) dated 10.01.2018 & 10.08.2018.

In continuation to Board's letter of even no dated 05.06.2018, following additional information is required before processing condonation of the two ROBs :

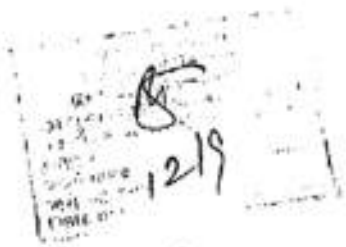
(a) Clearance study for both bridges duly considering sag of electrical equipments both at edges and mid of bridge.
(b) Status of catenary wire in approach and beneath the bridge.

In view of above, Railway is requested to send the same.

अनिल कुमार 11/9/18
(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

Copy to: Principal Chief Engineer, WR, Churchgate, Mumbai information & necessary action.

O/C



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

No. 2018/CEDO/SD/33 **New Delhi, Dated 10.09.2018**

The General Manager,
South Central Railway,
Secunderabad.

विषय- Condonation of infringing gradients of 1 in 130 within yard limits- Guntur Division- Guntur-Tenali section- Proposed doubling of track with electrification between Tenali and Guntur stations- Proposed yard arrangements at Guntur Junction.

संदर्भ- (i) CCRS letter no क्यू.11018/03/2018-19- त.वि., dated 03.09.2018 (encl.).
(ii) CRS/SC circle letter no Q/11018/2/18-19/SCC, dated 09.08.2018 (encl.).
(iii) S.C.Rly's letter no GNT/W.506/Track/Genl, dated 14.07.2018.

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

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

Encl: As above.

अनिल 10/9/18
(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

Copy to: Principal Chief Engineer, SCR, Secunderabad information & necessary action.

D/C

11/09/18

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

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

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

office 468669/2018.

संख्या–वयू/11018/03/2018–19–तरविo

दिनांक: 03.09.2018

सेवा में,

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

विषय: Guntur Division – Guntur - Tenali section – Proposed doubling of track with electrifiecation between Tenali and Guntur stations – Proposed yard arrangements at Guntur Junction – **Condonation of infringing gradients of 1 in 130 within yard limts.**

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या– **Q.11018/2/18-19/SCC** दिनांक **09.08.2018**

The above subject case, forwarded by Commissioner of Railway Safety, South Central Circle has been examined in this office and found to be in order. The case is being forwarded to Railway Board for necessary action with certain safety precautions. The stipulations are as under:

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.
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 Guntur 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.

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.

03/7/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

दक्षिण मध्य परिमंडल, South Central Circle,
सरोजिनी देवी रोड, Sarojini Devi Road,
सिकंदराबाद, Secunderabad - 500 071.

No.Q.11018/2/18-19/SCC

Dated : 09.08.2018

To

The Secretary (Civil Engg),
Railway Board,
Rail Bhavan,
New Delhi.

(Through : The Chief Commissioner of Railway Safety, Lucknow.)

Sub :- Guntur Division – Guntur-Tenali section – Proposed doubling of track with electrification between Tenali and Guntur stations – Proposed yard arrangements at Guntur Junction – **Condonation of infringing gradients of 1 in 130 within yard limits.**

Ref :- South Central Railway's application vide letter No.W.573/GNT/Guntur dated 31-5-18 and clarifications vide letter No.W.573/GNT/Guntur dated 25.7.2018.

South Central Railway, vide their above referred letter, has applied for condonation of Railway Board for infringing gradients within the yard limits of Guntur station of Guntur-Tenali section of Guntur Division of South Central Railway. The infringements are as under :

S. No.	Location	Chainage	Infringing Gradient	Amount of infringement
1	Guntur Junction of Guntur-Tenali section of Guntur Division.	From Ch:24675.16m to Ch:24900.40m for both UP & DN lines on Tenali end.	1 in 130 (0.769%)	0.519 %

2.0 South Central Railway has stated that Guntur station is situated at KM.25.47 on Tenali-Guntur BG single line electrified section. In the doubling proposals of Tenali-Guntur section, the proposed alignment at the approach of Guntur station falls on the left side of the existing single line (Proposed Down main line) and is connected to the existing road No.1 duly dismantling the existing VPU siding on Tenali end of the yard. A cross-over is also provided on Tenali end connecting the Up and Down Main lines to facilitate reception to all the lines in the yard.

3.0 The existing yard is on level gradient in the present yard limits towards Tenali end. As per the existing actual rail levels at site, steep falling gradient of 1 in 130 exists on the existing main line at the approach of the yard towards Tenali end from Ch.24575.00m to Ch.24900.40m. Considering the existing actual rail levels in the stretch from Ch.24575.00m to Ch.24900.40m, a uniform gradient of 1 in 130 rising has been proposed for both Up & Down lines in the doubling proposals, in order to provide the new crossover connecting UP & Down main lines towards Tenali end in the same gradient.

4.0 It was stated that Railway has explored the possibilities for regrading and provision of flatter gradient, however, it is found that it is not feasible on techno-economic consideration due to difficulties in execution of work under traffic blocks, imposing speed restrictions and involvement of huge expenditure of 2580 lakhs towards various works viz., land acquisition, Civil Engineering, S&T and Electrical works.

ई मेल/E-mail : crs@scr.railnet.gov.in फोन फैक्स (बीएसएनएल BSNL)
Phone/Fax (040) 27820104, (040) 27786979,(040) 27786980
रेलवे/Railway 86979, 86980

5.0 In view of the above, proposal of South Central Railway for adoption of infringing gradients as referred in Para 1.0 above is recommended for consideration subject to the following conditions:

(a) No load should be stabled on main line without a live engine attached.
(b) 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.
(c) Hand shunting and loose shunting should be prohibited.
(d) Train engine of passenger train occupied by passengers should not be detached under any circumstances.
(e) Proper securing of vehicles has to be done in accordance with the GR 5.23 and SRs thereunder.
(f) The above conditions shall be incorporated in SWR of Guntur station and strictly adhered to.

6.0 The proposal of South Central Railway along with all the relevant documents is enclosed.

Encl : as above.

(RAM KRIPAL)
Commissioner of Railway Safety

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

New Delhi, Dated 10.09.2018

सं. 2018/CEDO/SD/31

The General Manager,
Northeast Frontier Railway,
Guwahati.

विषय : Temporary condonation of Mancotta Road Over Bridge, Dibrugarh Town Yard (km 0/6-7), between DBRT-CKW upto March'2020 w.r.t. infringement of IRSOD, 2004, of Tinsukia Division of Northeast Frontier Railway.

संदर्भ : N.F. Rly's letter no. 178/W/DRG/BR/Condonation, dated 13.06.2018

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.

अनिल कुमार 10/9/18

(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, Northeast Northeast Frontier Railway, Guwahati.

10/9

Sr. No. 1

एफिक्स 468015/2018.

SD

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. 11012/01/NFC/2018–19–तo वि0

दिनांक: 00.09.2018
05

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

विषयः Temporary condonation of infringement of IRSOD/2004 at Mancotta ROB at Km 0/6-7 between DBRT-CKW BG section.

संदर्भःरेल संरक्षा आयुक्त, पूर्वोत्तर सीमांत परिमण्डल, कोलकाता के पत्र संख्या–304/2018-19/Condonation/NFC/660 दिनांक 24.08.2018

The above subjected case, received from Commissioner of Railway Safety, N.F.Circle, Kolkata vide letter under reference is hereby forwarded for necessary action with the following stipulations:-

Aon
DCE/G
4/9/

1. No Track raising under this ROB is permitted.
2. ODC of height upto 4500 mm through Line no. 1&2 will be permitted to pass under the ROB.
3. ODC of height more than 4500mm and upto 4600mm through Line no.1 will be permitted to pass under the ROB.
4. Speed restriction of 20 kmph will be required.
5. R.E. i.e. 25 KV working shall be introduced only after removed of infringement.
6. Infringement shall be removed by March, 2020.
7. Infringement shall be recorded in the infringement register.
8. A special board showing infringement shall be provided at the location.

This has the approval of Chief Commissioner of Railway Safety.

03/9/2018

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पर्वोत्तर सीमांत परिमण्डल, कोलकाता ।

S.No 7

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
रेलवे बोर्ड (Railway Board)

No.95/M(C)/137/42 vol.(ii) New Delhi dated 24.08.2018

Chief Commissioner of Railway Safety,
M/o Civil Aviation,
North Eastern Railway,
DRM's Office Campus,
16, Ashok Marg,
Lucknow - 226001.

Sub: Effect of noise and dust in Non-AC coaches running at 130 kmph.

Ref: 1. CCRS's letter no.Q.13015/01/2016-TW dated 21.09.2017.
2. This office letters no. 2015/CEDO/SR/14 dated 18.02.2016, no. 2016/CEDO/SR/05 dated 04.10.2016 and no.2011/CEDO/SR/26 dated 21.12.2011.
3. NCR's letters no.355-W/CRS/LHB Non AC Coach (LWSCN1)All BG/NCR/Bridge dated 02.04.2018 and no.Mech/751/Pt.XXIII/LHB dated 13.04.2018.

While issuing sanction for running of LHB Non-AC EOG LWSCN coaches at a maximum speed of 130 kmph, it was stipulated that RDSO should study measurement of noise and dust levels in Non-AC LHB coaches at a speed of 130 kmph to assess the effect on passenger convenience/comfort. Further, RDSO was to evolve standards to be maintained for dust particles inside Non-AC coaches.

2. Accordingly, Carriage Dte. of RDSO had undertaken a study to measure on-board dust and noise levels in Non-AC coaches. RDSO had also carried out a study on noise levels. It is pertinent to point out here that worldwide, there are no defined standards for dust or noise levels in Non-AC coaches of trains

3. On the basis of RDSO study and report, Board has approved tentative limits for dust and noise levels inside Non-AC coaches as under:

Average Dust Ingress level in Non-AC coaches of IR

PM-10	PM-2.5
300 µgm/m^3	220 µgm/m^3

Average Noise level in Non-AC coaches of IR

Speed	Noise Level
130 kmph	84 dBA

RDSO has been advised to work on finalising the study and recommend final limits to be adopted for dust and noise levels inside Non-AC coaches. RDSO has been further instructed to work on improving dust and noise levels inside Non-AC coaches.

...2/-

4. Five LHB trains have been running at 130 kmph in North Central Railway fo. the last four years. No adverse passenger complaints have been received on any of these trains with regard to passenger convenience/comfort due to dust or noise levels inside Non-AC coaches. It may be noted that dust/noise levels inside coaches are in no way connected with the safety of train operations.

5. In view of the above, it is requested that the Commission may consider reviewing its earlier recommendations with respect to running of Non-AC LHB EOG coaches, i.e. LSCN, LSCN-1, LS-3, LS-5 etc. at 130 kmph on regular basis. This would enhance throughput on the busy sections of Indian Railways and also improve punctuality thereby increasing passenger satisfaction.

6. This issues with the approval of Adviser/ME.

24/8/18

(डिम्पी गर्ग)
का.नि.यां.इं. (कोचिंग)
रेलवे बोर्ड

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

सं. 2018/CEDO/SR/19

New Delhi, Dated 07.09.2018
10/

The General Manager,
North Central Railway,
Allahabad.

विषय : Sanction for provisional operation of Utility Track Vehicle (UTV) [Unique Transportation Code : CUTV/TA] manufactured and supplied by M/s Trident Auto Components Pvt. Ltd. Kanpur to manufacture's General Arrangement Drawing no. TACPL/UTV-001 at a maximum speed of 50 kmph when running on its own power and 60 kmph when running in train formation as a dead vehicle, over all BG sections of North Central Railway.

संदर्भ : N.C. Rly's letter no. 355-W/CRS/UTV-CNB/All BG sections/NCR/Bridge, dated 27.02.18

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

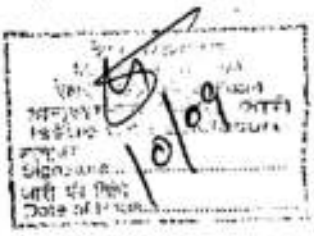
In view of above, Railway is requested to send feedback/clarifications to the above observations, so that the same can be processed further.

अनिल 7/9/18
(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 Central Railway, **Allahabad.**
2. ED/TKEMC)/RB.

O/C



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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e office 468010/2018

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.14011/02/2018–19–त.वि.

दिनांक:03.09.2018

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

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of provisional operation of Utility Track Vehicle (UTV) [Unique Transportation Code: CUTV/TA] manufactured and supplied by M/s Trident Auto Components Pvt. Ltd., Kanpur to manufacturer's General Arrangement Drawing no. TACPL/UTV-001 at a maximum speed of 50 kmph when running on its own power and 60 kmph when running in train operation as a dead vehicle.

संदर्भ.: (i)CRS/North Eastern Circle's (CRS/NEC) Letter No. 3499/UTV/(NCR)/SANC-39, Dated 16/29.08.2018
(ii)North Central Railway's (NCR) application no. 355-W/CRS/UTV-CNB/All BG Sections/NCR/Bridge, Dated 23/27.02.2018.
(iii)NCR's Joint Safety Certificate No. 01/Utility Track Vehicle (UTV)/All BG/NCR/2018 (signed by PCE on 21.02.2018), Track Certificate (signed by CTE on 05.01.2018) and Bridge Certificate No. 355-W/Bridge Certificate/UTV/01-2018/Pt-X, Dated 10.01.2018 (signed by CBE on 16.01.2018)
(iv)RDSO's Provisional Speed Certificate no. TM/HM/11/34/UTV, Dated 22.09.2017

North Central Railway's application submitted to Commission vide letter mentioned under reference (ii) regarding subject case has been forwarded by CRS/NEC vide letter mentioned at reference (i). Case has been examined in this office. Accordingly, the same is being forwarded for Central Government's sanction for **'PROVISIONAL' operation** of rolling stock type UTV (Transportation Code:CUTV/TA) **upto the maximum speed of 50 kmph when running on its own power and 60 kmph when running in train formation as a dead vehicle** with the following conditions:

1. *Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time due to track, bridges, curves, signalling and inter-locking etc.*
2. *Observance of all the conditions laid down in NCR's Joint Safety Certificate and concomitant Track & Bridge certificates and RDSO's Provisional Speed Certificate No. TM/HM/11/34/UTV, Dated 22.09.2017 as mentioned under reference (iii) & (iv), respectively.*

3. *When the machine is being moved either on its own power or hauled in train, it shall be ensured that all the protruding parts are withdrawn and suitably locked, so that during the run, there is no possibility of any infringement occurring to the standard moving dimensions.*
4. *While working on double/multiple line sections, Railway shall ensure that UTV or its any part shall not infringe the adjoining track and it shall be possible to permit normal operation of trains.*
5. *The Condemning (worn out) wheel diameter shall not be below 700mm for the proper operation of axle counter.*
6. *Brakes of the vehicle shall be in perfect working order during the operation.*

This letter is issued with the approval of Chief Commissioner of Railway Safety.

03/09/2018
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक–यथोपरि

प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु
रेल संरक्षा आयुक्त/पूर्वोत्तर परिमंडल–को उनके पत्र संख्या–3499/UTV/(NCR)/SANC-39, दिनांक 16/29.08.2018 के संदर्भ में

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

सं. 2018/CEDO/SD/30

New Delhi, Dated 27.08.2018

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

विषय : Temporary condonation of infringements to Schedule of Dimensions (SOD) less horizontal distance between existing track line and proposed FOB under the work of "Ayodhya-Provision of second FOB at Ayodhya station for a period of 18 months.

संदर्भ : N. Rly's letter no. 519-W/1713/Condonation of infringement, dated 13.07.2018

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, Northern Railway, Baroda House, New Delhi.

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. 12014/01/NC/2018–19–तoविo

दिनांक: 06.08.2018

सेवा में,

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

विषयः Temporary condonation of infringements to Schedule of Dimension (SOD) for less horizontal distance between existing track line and proposed FOB under the work of "Ayodhya-Provision of second FOB at Ayodhya station.

संदर्भः रेल संरक्षा आयुक्त, उत्तर परिमण्डल, नई दिल्ली के पत्र संख्या– 2016/Q-11(3)/Inf./NC/257-259 दिनांक 26.07.2018

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

i. A yellow strip line at a distance 1.8 m from the edge of the platform on track side will be painted on entire length of FOB landing on the platform to keep the passengers away from this strip line
ii. Proper sign board will also be erected on the face of landings on the infringing platform, informing passengers not to stand between yellow strip line and edge of the platform.
iii. No trolley or parcel packages should be kept in this infringing zone so that passenger movement is not restricted in any way.
iv. Special precautions & announcement etc. shall be made to warn passengers in case of heavy rush.
v. Track should not be slewed.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, उत्तर परिमण्डल, नई दिल्ली ।

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

सं.2018/CEDO/SD/RS/01

New Delhi, Dated ~~14.08~~.2018
6/09

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

विषय : Condonation of infringement for movement of Broad Gauge Bogie Open Wagon type "BOXNS" to RDSO Drawing No. WD-14014-S-01 Alt 6 to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's letter no. CT/DG/LW/BOX, dated 30.10.2017.

Vide your letter referred above, CCRS has forwarded the RDSO's proposal of Condonation of infringement for movement of Broad Gauge Bogie Open Wagon type "BOXNS" to RDSO Drawing No. WD-14014-S-01 Alt 6 to IRSOD (BG) Revised, 2004.

During examination of case, following is observed :

1. Whether the profile for wheel retreading have been jointly finalised by Wagon and Track directorate ? If the when retreading profile confirm to rail regrinding profile, it will lead to higher contact stress on rail, particularly at gauge corner.
2. What is the wheel hardness of this wagon vis-a-vis rail hardness. If the wheel hardness is more than rail hardness, coupled with small small wheel dia, it will causes higher damages to rail in case of wheel slip, wheel slidding, etc.

In view of above, RDSO is requested to study & examine the above issue and send the comprehensive report for the same, 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. EDs : Track-1 & Wagon, RDSO, Manak Nagar,Lucknow.
2. EDCE(P), Railway Board.

o/c



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

No. 2018/CEDO/ORI/01 **New Delhi, Dated 30.08.2018**

The General Manager,
South Western Railway,
Hubbali.

Sub: Relaxation to existing conditions for running of Passenger/ Goods trains on Castle Rock– Kulem (Braganza Ghat) section of Hubballi division on South Western Railway.

Ref: (i) SWR's letter No. SWR/W.439/CLR-QLM (Passenger Trains), dt. 15.12.15
(ii) CCRS's letter No Q-12013/01/2018-19.T.W, dated 27.04.2018 (Encl.).
(iii) CRS/SC's No Q.15013/02/2015-16 SWR/0098-0100, dated 13.04.2018 (Enclosed).
(iv) Railway Board's letter No 99/CEDO/ORI/17, dated 09.12.2003.

1. The request of SWR vide letter under reference (i), forwarded by CCRS vide letter under reference (ii) to amend conditions imposed by Railway Board vide letter under reference (iv) for running of trains on Castle Rock- Kulem Ghat Section has been examined in Board's office.

2. Board has approved the modified conditions for running of trains on Castle Rock-Kulem Ghat section as summarized below.

SN	Existing Condition	Relaxation sought by SWR	Condition approved by Board as recommended by CCRS/CRS vide ref (ii) & (iii) above.
(i)	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.	Descending Dn Goods train can be started from Castle Rock following descending Dn Mail/ Express/ Passenger train already on run between Castle Rock-Kulem Section.	There shall be a separation of at least two block sections between Dn Passenger train followed by a Dn Goods Train.

Arun Sagar

(ii)	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 Dn 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.	Line clear may be granted for an Up Passenger / Express train and started from the station in rear before arrival of Dn Goods train into that particular station, where crossing is being arranged.	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 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.
(iii)	The descending Dn Goods trains will start for Kulem from that station only when the ascending Up Mail / Express / Passenger train has arrived/run through, not only that particular station but also reaches the next station. During the intervening time (i.e. when the ascending train has arrived and is 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 or run on the ghat section while any descending Dn Passenger train is on run or starting from Castle Rock towards Kulem.	<u>At Caranzol, Dudhsagar & Sonalium Stations:</u> During crossing of Dn Goods train and Up Passenger train, Dn Goods train can be started from the Dn 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.	i. After reception of both trains, both can be dispatched simultaneously. During movement of Up train, point 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. ii. When trains are running towards each other, at least one block section 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.

Note:

(i) It should be ensured that the AEBs of the locomotive/locomotives in the front of the train are in working condition for descending trains.

Prem Sagar

(ii) An exclusive Ghat Safety Controller is posted for Braganza Ghat Section who will be solely responsible to ensure proper safeguards through exchange of private numbers or any other dependable method.

(iii) All other conditions except relaxations tabulated above, given in Station Working Rule of stations, for working of trains in Castle Rock - Kulem section shall be strictly followed.

3. Board has further stipulated the following for running of trains in above Ghat Section:

a. All the locomotives running in the section are fitted with properly working dynamic brakes and AEB conforming to RDSO instruction bulletin on the subject (Instruction bulletin No. MP.IB.EC.01.02.08 dated 08.01.2008 issued by Motive power directorate subsequently).

b. 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 which ghat section begins. Railway should lay down a procedure for carrying out such tests and maintain suitable records.

c. 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.

d. Only air brake rolling stocks are permitted in the section. Locomotive and trains should be provided with composite brake blocks.

e. 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.

f. 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.

g. 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.

h. 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.

i. 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.

j. Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in co-ordination with leading locos.

Prem Sagar

k. 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.

4. South Western Railway shall modify the Station Working Rule (SWR) of all stations of Castle Rock-Kulem Ghat section accordingly. A copy of the SWRs shall also be sent to the office of CCRS and CRS/SC for their perusal before operation of trains as per relaxed conditions.

DA: As above

Prem Sagar
30.8.18
O/C
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]

No. 2018/CEDO/ORI/01 **New Delhi, Dated 30.08.2018**

Copy forwarded for information to:

(i) Chief Commissioner of Railway Safety, N.E. Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
(ii) Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Banglore- 560009.

Prem Sagar
30.8.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

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E-mail : chiefc om@ ra

No. 1

मु. आ.रे.प्र. कार्यालय परिसर
, लखनऊ-226001

N.E. Railway, DRM OFFICE C
16, Ashok Marg, Lucknow 22

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.

IRD 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,
दक्षिण परिमंडल
7, शेषाद्री रोड, गांधीनगर,
बेंगलूरु - 560 009

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

No. : Q. 15013/02/2015-16 SWR/0048-0100 (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. **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)

No. 2018/CEDO/SD/16 **New Delhi, Dated 30.08.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय- Condonation of infringing gradients of 1 in 37 at Caranzol station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division of South Western Railway.

संदर्भ- (i) S.W.Rly's letter no. SWR/W.573/ /LD-VSG, dated 15.12.2017.
(ii) Railway Board's letter no. 2018/CEDO/ORI/01, dated 30.08.2018.

With reference to SWR's application referred at (i) above sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradients of 1 in 37 at Caranzol station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division with following safety precautions to be incorporated in Station Working Rules and Working Time Table:

(i) No train or vehicle shall be stabled on "Non-isolated lines" without a live engine attached to it.

(ii) Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.

(iii) 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 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 the gradient.

(iv) The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations, the safety measures for train working attached in Annexure-I of CPDE/SWR letter No. SWR/W.573/LD-VSG dated 15.12.2017 duly modified alongwith additional stipulations mentioned in Railway Board's letter under reference (ii) above shall be strictly followed.

(v) Locomotive attachment/detachment or reversal must be avoided unless inescapable.

(vi) In case of attachment/detachment of locomotives, wagons, the train shall be properly secured.

(vii) Train stabled on isolated lines shall be properly secured as per the provisions of GR/SR.

(viii) Special protection shall be exhibited on the SM's room.

Prem Sagar

(ix) The yard gradient shall be prominently displayed in yard diagram available in the SM's room.

(x) Yard gradient shall be displayed in the signal panel/VDU.

(xi) Yard gradient shall be jointly measured every six months and record shall be kept with traceability.

(xii) Stipulations of Condonation of SOD infringement shall be mentioned in SWR.

(xiii) SOD infringement details shall be maintained in a SOD infringement register to be maintained by engineering department.

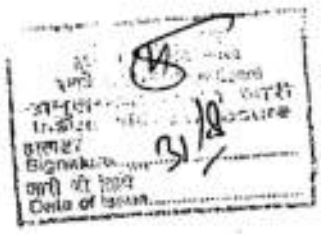
Prem Sagar
30.8.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803(Rly) : 011-233383379(MTNL)]

No. 2018/CEDO/SD/16 **New Delhi, Dated 30.08.2018**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, NE Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Banglore-560009.

Prem Sagar
30.8.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

No. 2018/CEDO/SD/17 **New Delhi, Dated 30.08.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय- Condonation of infringing gradients of 1 in 38.81 at Solanium station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division of South Western Railway.

संदर्भ- (i) S.W.Rly's letter no. SWR/W.573/ LD-VSG, dated 15.12.2017.
(ii) Railway Board's letter no. 2018/CEDO/ORI/01, dated 30.08.2018.

With reference to SWR's application referred at (i) above, sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradients of 1 in 38.81 at Solanium station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division with following safety precautions to be incorporated in Station Working Rules and Working Time Table:

(i) No train or vehicle shall be stabled on "Non-isolated lines" without a live engine attached to it.

(ii) Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.

(iii) 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 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 the gradient.

(iv) The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations, the safety measures for train working attached in Annexure-I of CPDE/SWR letter No. SWR/W.573/LD-VSG dated 15.12.2017 duly modified alongwith additional stipulations mentioned in Railway Board's letter under reference (ii) above shall be strictly followed.

(v) Locomotive attachment/detachment or reversal must be avoided unless inescapable.

(vi) In case of attachment/detachment of locomotives, wagons, the train shall be properly secured.

(vii) Train stabled on isolated lines shall be properly secured as per the provisions of GR/SR.

(viii) Special protection shall be exhibited on the SM's room.

Prem Sagar

(ix) The yard gradient shall be prominently displayed in yard diagram available in the SM's room.

(x) Yard gradient shall be displayed in the signal panel/VDU.

(xi) Yard gradient shall be jointly measured every six months and record shall be kept with traceability.

(xii) Stipulations of Condonation of SOD infringement shall be mentioned in SWR.

(xiii) SOD infringement details shall be maintained in a SOD infringement register to be maintained by engineering department.

Prem Sagar 30.8.18

O/C (प्रेम सागर गुप्ता)

कार्यकारी निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-44803(Rly) : 011-233383379(MTNL)]

No. 2018/CEDO/SD/17 **New Delhi, Dated 30.08.2018**

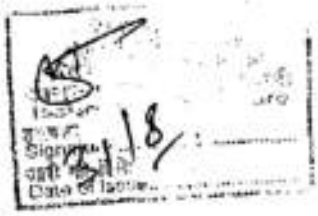
Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, NE Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Banglore-560009.

Prem Sagar 30.8.18

(प्रेम सागर गुप्ता)

कृते सचिव, रेलवे बोर्ड



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

No. 2018/CEDO/SD/18 **New Delhi, Dated 30.08.2018**

The General Manager,
South Western Railway,
Hubballi.

विषय- Condonation of infringing gradients of 1 in 37.6 at Dudhsagar station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division of South Western Railway.

संदर्भ- (i) S.W.Rly's letter no. SWR/W.573/ /LD-VSG, dated 15.12.2017.
(ii) Railway Board's letter no. 2018/CEDO/ORI/01, dated 30.08.2018.

With reference to SWR's application rreferred at (i) above, sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradients of 1 in 37.6 at Dudhsagar station located in the ghat section between Castle Rock-Kulem stations of Hubballi Division with following safety precautions to be incorporated in Station Working Rules and Working Time Table:

(i) No train or vehicle shall be stabled on "Non-isolated lines" without a live engine attached to it.

(ii) Precautions for shunting/securing of vehicles at the station as per G.R. 5.20 & 5.23 shall be followed.

(iii) 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 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 the gradient.

(iv) The existing special instructions for running of trains in this Ghat Section of Castle Rock-Kulem stations, the safety measures for train working attached in Annexure-I of CPDE/SWR letter No. SWR/W.573/LD-VSG dated 15.12.2017 duly modified alongwith additional stipulations mentioned in Railway Board's letter under reference (ii) above shall be strictly followed.

(v) Locomotive attachment/detachment or reversal must be avoided unless inescapable.

(vi) In case of attachment/detachment of locomotives, wagons, the train shall be properly secured.

(vii) Train stabled on isolated lines shall be properly secured as per the provisions of GR/SR.

(viii) Special protection shall be exhibited on the SM's room.

Prem Sagar

(ix) The yard gradient shall be prominently displayed in yard diagram available in the SM's room.

(x) Yard gradient shall be displayed in the signal panel/VDU.

(xi) Yard gradient shall be jointly measured every six months and record shall be kept with traceability.

(xii) Stipulations of Condonation of SOD infringement shall be mentioned in SWR.

(xiii) SOD infringement details shall be maintained in a SOD infringement register to be maintained by engineering department.

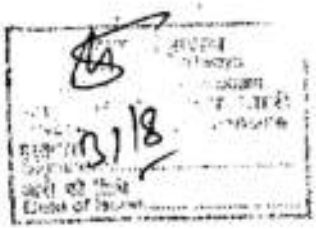
Prem Sagar
30.8.18
o/c (प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803(Rly) : 011-233383379(MTNL)]

No. 2018/CEDO/SD/18 **New Delhi, Dated 30.08.2018**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, NE Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhinagar, Banglore-560009.

Prem Sagar
30.8.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

No. 2018/CEDO/SR/PC 6/JSC

Delhi, dated 20.08.2018

General Managers
All Indian Railways

Sub: Joint Safety Certificate (JSC)

(1) Joint Safety Certificate (JSC) is to be signed by PHODs of Zonal Railway before introduction of any rolling stock over a section, carrying out oscillation trials of vehicles, carrying out 'route proving run' or 'confirmatory oscillograph car run (COCR)'.

(2) Many a times, it is noticed that issuance of JSC takes considerable time and file remains shuttling among various departments. To ensure expeditious issuance of JSC, the following procedure may therefore be followed for issuance of JSC:

i. The HOD concerned with the issue i.e., for elect. loco trials-CELE, for COCR-CRSE etc. shall be the coordinator for the issuance of JSC.
ii. The concerned HOD shall issue self contained note to CTE, CBE, CEDE etc. for issuance of required safety certificates like Track Certificate, Bridge Certificate, OHE Certificate etc. The respective HODs shall submit the required certificate to concerned HOD in not more than 10 days from the receipt of note.
iii. JSC shall then be signed in a joint meeting to be called by concerned PHOD.

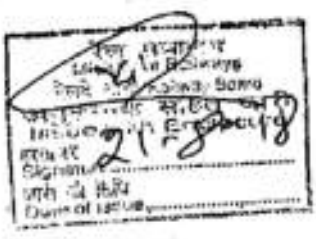
(3) The JSC should normally be issued in maximum 15 days from the date of receipt of reference from RDSO/ initiation of process.

(4) All correspondence with CRS shall however be done through CBE of zonal railway.

(5) This is issued with the approval of Board (ME, CRB)

Prem Sagar 20.08.18

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/ सिविल इंजी(जी)/ रेलवे बोर्ड
[Phone: 011-23383379; Rly no. 44803]



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

सं. 2018/CEDO/SD/27

New Delhi, Dated 16.08.2018

The General Manager,
West Central Railway,
Jabalpur.

विषय : Condonation of **RORUB between Katni South – Katni Station** for adoption of IRSOD(BG) 2004, Schedule-I, Chapter-I, and ACS-13, Para-10, Note(b) IRSOD-2004 regarding minimum vertical permissible clearance from Rail level to any structure in Jabalpur-Satna section of Jabalpur Division of West Central Railway

संदर्भ : W.C. Rly's letter no. RE/JBP/EL/01/1079, dated 09.07.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for minimum vertical clearance from Rail Level to any structure at RORUB between Katni South – Katni Station w.r.t. IRSOD (BG) 2004 Schedule-I Chapter-I General and ACS-13 Para-10 Note (b) (i.e. available clearance 4650mm instead of 5070mm → infringement of 420mm) in Jabalpur- Satna section of Jabalpur Division, of West Central Railway as shown in Form-XVII and drawings, accompanying above referred letter.

The above condonation is subject to stipulations as under :

(i) *No raising of track under this RORUB is permitted. Marking of Rail Level shall be marked at prominent locations.*
(ii) *Joint inspection by Engineering and Electrical officials shall be done at every Three months and records shall be maintained with traceability.*
(iii) *Sufficient number of Earth pits shall be made for RORUB and it must be ensured that RORUB girders are bonded at as many locations as possible with Earth pits and Rails.*
(iv) *DJ Open/Close boards shall be provided at appropriate locations.*
(v) *No Electrical Loco, with Panto Raised, shall be stopped under this RORUB, Special operating instructions for this arrangement shall be issued accordingly and included in working time table.*
(vi) *No Rolling stock/ODC of more than 4.42 metre height shall be permitted below ROBUB.*
(vii) *Infringements shall be recorded in SOD infringement register.*

Prem Sagar
16.8.18
(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/27

New Delhi, Dated 16.08.2018

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. R. 11011/04/2018-19-T.W., dated. 26.07.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building, Annexe, M.K. Road, Mumabai- 400020, w.r.t. letter no. C-13(309)/2018/612, dated 16.07.2018.

Prem Sagar
16.8.18
(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/21

New Delhi, Dated 16.08.2018

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

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary Condonation for minimum vertical clearance from Rail Level to any structure at Niwar Bridge KM 1067/2-3 w.r.t. IRSOD (BG) 2004 Schedule-I Chapter-I General and ACS-13 Para-10 Note (b) (i.e. available clearance 4970mm instead of 5070mm → infringement of 100mm) in Jabalpur- Satna section of Jabalpur Division, of West Central Railway as shown in Form-XVII and drawings, accompanying above referred letter.

The above condonation is subject to stipulations as under :

(i) *No ODC of height more than 4420mm from rail level will be allowed under Through Girder Bridge (DN/L Niwar) Between SNPR-NWR section at km . 1067/2-3.*
(ii) *No raising of track under DN/L Niwar Through Girder Bridge between SNPR-NWR section at km . 1067/2-3 is permitted.*
(iii) *Rail level shall be prominently marked.*
(iv) *Joint Checking of contact wire height and electrical clearance (long and short term) by Electrical and Engineering Department at every three months or after any track maintenance work shall be done and records shall be kept with traceability.*
(v) *A board indicating infringement shall be provided at suitable location to indicate infringement.*
(vi) *Infringement shall be recorded in infringement register.*
(vii) *Infringement shall be removed by March, 2019.*

Prem Sagar 16/8/18

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/21

New Delhi, Dated 16.08.2018

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. 11011/02/2018-19-T.W., dated. 21.05.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building, Annexe, M.K. Road, Mumabai- 400020, w.r.t. letter no. C-13(307)/2018/286, dated 11.04.2018.

Prem Sagar 16/8/18

o/c

(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/20

New Delhi, Dated 16.08.2018

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

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary Condonation for minimum vertical clearance from Rail Level to any structure at Hiran River Bridge KM 1025/1-3 w.r.t. IRSOD (BG) 2004 Schedule-I Chapter-I General and ACS-13 Para-10 Note (b) (i.e. available clearance 4970mm instead of 5070mm → infringement of 100mm) in Jabalpur- Satna section of Jabalpur Division, of West Central Railway as shown in Form-XVII and drawings, accompanying above referred letter.

The above condonation is subject to stipulations as under :

(i) *No ODC of height more than 4420mm from rail level will be allowed under Through Girder Bridge (DN/L Hiran) Between GSPS-SHR section at km . 1025/1-3.*

(ii) *No raising of track under DN/L Hiran Through Girder Bridge between GSPR-SHR sections at km. 1025/1-3 is permitted.*

(iii) *Rail level shall be prominently marked.*

(iv) *Joint Checking of contact wire height and electrical clearance (long and short term) by Electrical and Engineering Department at every three months or after any track maintenance work shall be done and records shall be kept with traceability.*

(v) *A board indicating infringement shall be provided at suitable location to indicate infringement.*

(vi) *Infringement shall be recorded in infringement register.*

(vii) *Infringement shall be removed by June, 2019.*

Prem Sagar
16.8.18
(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
Issue with Corrections
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

सं. 2018/CEDO/SD/20

New Delhi, Dated 16.08.2018

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. 11011/03/2018-19-T.W., dated. 21.05.2018.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building, Annexe, M.K. Road, Mumabai- 400020, w.r.t. letter no. C-13(308)/2018/287, dated 11.04.2018.

Prem Sagar
16.8.18
(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/29 New Delhi, Dated 13.08.2018

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation for retaining of infringing vertical clearance in ROB (Bridge no. 377, Km. 353/3-4) on MTJ-AH section of Agra Division of North Central Railway.

संदर्भ : N.C. Rly's letter no. 355-W/Board's Condonation/ROB No. 377/MTH-AH/NCR/Bridge, dated 11.06.2018

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for retaining infringing vertical clearance in ROB (Bridge no. 377, Km. 353/3-4) on MTJ-AH section of Agra Division of North Central Railway w.r.t. Schedule-I Chapter-I General and ACS-13 Para-10 (c)(ii) of IRSOD (BG) 2004 (i.e. available clearance 4970mm instead of 5870mm. → infringement of 900mm), as shown in Form-XVII and drawings, accompanying above referred letter.

The above condonation is subject to stipulations as under :

(i) Level of Railway track shall not be raised in any circumstances.

(ii) Rail level shall be painted on both side of ROB wall.

(iii) Rolling stock of height more than 4265mm is not permitted to ply under the ROB (ROB No. 377 at Km. 353/3-4).

(iv) A Permanent board shall be provided on both side of ROB to indicate infringement and specifying "locomotives or stocks higher than 4265mm are not permitted to ply on this section."Same shall be included in working time table.

(v) Wider stock i.e. 3660mm wide stocks are not permitted to ply in the section.

(vi) 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.

(vii) Permanent Speed restriction of 50Kmph shall be imposed under the bridge.

(viii) Infringements shall be recorded in SOD infringement register.

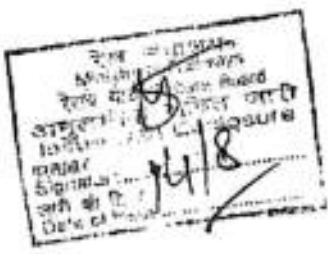
o/c Prem Sagar 13.08.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2018/CEDO/SD/29 New Delhi, Dated 13.08.2018

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. 11015/01/2018-19-T.W., dated. 06.08.2018.
2. The Commissioner of Railway Safety, N.E. Circle, Hazratganj, Lucknow- 226001, w.r.t. letter no. 3493/PT.12/SANC/01-A/897, dated 02.08.2018.

o/c Prem Sagar 13.08.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



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

No. 2018/CEDO/SD/RS/07 **New Delhi, Dated 09.08.2018**

The Director General,
Research Designs & Standards Organization,
Manak Nagar, Lucknow.

विषय- Condonation of infringement w.r.t. IRSOD (BG), Revised-2004 WAGC3 class of electric locomotive with pantograph in locked down condition as per layout drawing no. SK.DL. 4792 and drawing no. SKEL-5027(Alt-'O').

संदर्भ- (i)RDSO's letter No सीटी/डीईएल/डब्लूएएम4, दिनांक 10.04.2018.

(ii) CCRS letter No क्यू. 14011/05/2018-19-त0वि0, दिनांक 04.07.2018.

With reference to your above application, dated 10.04.2018, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is here by communicated for condonation of infringement to Clause 12 of Chapter-IV(C) of IRSOD (B.G.) Revised, 2004 for WAGC3 class of electric locomotive with pantograph in locked down condition as per layout drawing no. SK.DL. 4792 and drawing no. SKEL-5027(Alt-'O'). 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 letter is as under:

"Clause 12: Maximum height above rail level for a width of 760mm on either side of centre of empty locomotives - Vertical infringement varies from 0mm to 190mm at a distance of 900mm to 760mm from either side of centre line."

Prem Sagar
9.8.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-44803(Rly) : 011-233383379(MTNL)]

No- 2018/CEDO/SD/RS/07 **New Delhi, Dated 09.08.2018**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, NE Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
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.



Prem Sagar
9.8.18
(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/28

New Delhi, Dated 07.08.2018

The General Manager,
South Central Railway,
Secunderabad.

विषय : Hyderabad Division- Secunderabad-Dhone section- Upgradation of Railway infrastructure for introduction of Multi Modal Transport system (Phase-II) in twin cities of Hyderabad and Secunderabad-Budvel stations- Condonation of infringing gradients within yard limits.

संदर्भ : S.C. Rly's letter no. W.573/Y/BDVL, dated 27.12.2017

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 कुमार 07/8/18
(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 Central Railway, **Secunderabad.**

OK



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

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

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

S.No1

संख्या–क्यू. 11018/02/2018–19–तoवि० दिनांक: 31.07.2018

सेवा में,

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

विषय:**BUDVEL station-Condonation of infringing gradients within yard limits,**Hyderbad Division – Secunderabad-Dhone section-Upgradation of Railway infrastructure for introduction of Multi Model Transport System (Phase-II) in twin cities of Hyderabad and Secunderabad.

संदर्भ: 1. रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या– Q.11018/1/18-19-SCC/330 दिनांक 17.07.2018.
2. रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या– Q.11018/1/18-19-SCC/153 दिनांक 21.05.2018.

vide above reference letter No.2, CRS/SCC had forwarded the case seeking Condonation of Railway Board for Infringing gradient of 1 in 120 in Budvel station yard of Secunderabad-Dhone section of Hyderabad Division. On examination of the proposal in this office, it was seen that Budvel station yard layout was in contravention to Railway Board's guideline regarding standard layout. Therefore, the case was sent back for exploring the feasibility of providing standard layout with two loops and removing the infringement at the station.

The case has been received vide above reference letter at 1 which refers to the site survey done again for planning two loops at Budvel station as desired by this office and directed by CRS/SCC. The letter issued by Director/Planning, Railway Board vide Letter No. -2018/PL/9/1 Dt. 03.07.2018 regarding adoption of non standard layout at six station of South Central Railway was also communicated to this office.

On perusal of the alternative layout and other constraints mentioned, it is clear that since this project involved State Government funding, therefore land acquisition, if planned early, would have been easier if the initial plan had taken this factor into account. Since any such change at this stage would involve huge time and cost over-run in terms of delay and create avoidable difficulties, the case is being forwarded as such to Railway Board.

In view of the above, the proposal of South Central Railway for adoption of infringing gradients in Budvel station yard is being forwarded to Railway Board for consideration subject to following safety precautions:

a) No load should be stabled on the Main Line without a live engine attached.
b) 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.
c) Hand and loose shunting should be strictly prohibited.
d) Proper shunting /securing of vehicles should be done in accordance with the G.R 5.20 & 5.23 and there under.
e) The above conditions shall be incorporated in the SWR of Budvel station and strictly adhered to.
f) Locomotive attachment/detachment and reversal be avoided unless it is inescapable.
g) Special protection shall be exhibited in the SM's room.
h) The yard gradient shall be prominently displayed in the yard diagram available in the SM's room.
i) Yard gradient shall be jointly measured every six months and record shall be kept with traceability.
j) SOD infringement details shall be maintained in a SOD Infringement Register to be maintained by the Engineering Department.
k) Sufficient quantity of sprags, wedges/skids and chains to be made available at the station to secure the stabled vehicles safely.

This is issued with the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं. 2018/CEDO/SD/29

New Delhi, Dated 07.08.2018

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation for retaining of infringing vertical clearance in ROB (Bridge no. 377, Km. 353/3-4) on MTJ-AH section of Agra Division of North Central Railway.

संदर्भ : N.C. Rly's letter no. 355-W/Board's Condonation/ROB No. 377/MTJ-AH/NCR/Bridge, dated 20.08.2018

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.

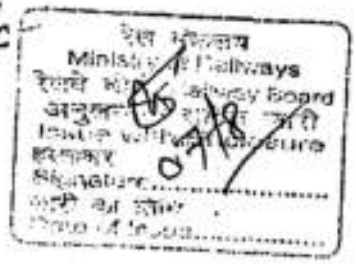
अनिल कुमार
07/8/18

(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, North Central Railway, **Allahabad.**

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

No. Q-11015/01/2018-19-T.W.

Date: 06.08.2018

सेवा में,

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

Subject: - Condonation for retaining of infringing vertical clearance in ROB (Bridge no. 377 Km. 377 Km. 353/3-4) on MTJ-AH section of Agra division of North Central Railway.

Ref: i) रेल संरक्षा आयुक्त, पूर्वोत्तर परिमंडल, लखनऊ का पत्र संख्या 3493/PT.12/SANC/01-A/897 dated 02.08.2018.
ii) रेल संरक्षा आयुक्त, पूर्वोत्तर परिमंडल, लखनऊ का पत्र संख्या 3499/PT.12/SANC/01 dated 18.06.2018.

Vide above references, North Central Railway approached this office, through CRS/NEC, seeking condonation to adopt reduced vertical Clearance at ROB (Bridge no. 377 Km. 377 Km. 353/3-4) on MTJ-AH section of Agra division of North Central Railway. The case is hereby forwarded, with the endorsement of commission of Railway Safety, for necessary action subject to the following conditions:-

1. Conditions (1) to (3), as mentioned in CRS/NEC letter under reference (i) shall be complied with.
2. A Permanent board shall be provided on both side of ROB to indicate infringement and specifying "locomotives or stocks higher than 4.265m are not permitted to ply on this section". Same shall also be included in working time table.
3. Wider stocks i.e. 3660mm wide stocks are not permitted to ply in the section.
4. 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.
5. Permanent Speed restriction of 50kmph shall be imposed under the bridge.
6. Infringements shall be recorded in SOD infringement register.

(बलम त्यागी) 7/8/18
उप रेल संरक्षा आयुक्त (वि.क.)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पूर्वोत्तर परिमंडल, लखनऊ।

टेलीग्राम - 'कमरेल्स' लखनऊ
फैक्स नं० 0522-2234538

Telegram : 'COMRAILS' Lucknow
Fax No. : 0522-2234538

भारत सरकार
नागर विमानन मंत्रालय
रेल संरक्षा आयोग, पूर्वोत्तर परिमण्डल
GOVERNMENT OF INDIA
MINISTRY OF CIVILAVIATION
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.12/SANC/01-A/897

Dated: 02.08.2018

Chief Commissioner of Railway Safety,
Ashok Marg,
LUCKNOW.

Subject: Condonation for retaining of Infringing vertical clearance in ROB (Bridge No. 377 Km. 353/3-4) on MTJ-AH section of Agra division of North Central Railway.

Ref:
(a) This office letter no. 3499/PT.12/SANC/10 dated 18.06.2018.
(b) Your office letter no. R.11015/01/2018-19-T.W. dated 22.06.2018.
(c) CBE/NCR letter no. 355-W/Board's condonation/ROB No. 377/MTJ-AH/NCR/Bridge dated 02.08.2018.

*****

Please find enclosed herewith the reply received from NCR vide letter under reference. The proposal may be forwarded to Railway Board with following stipulations:

1. Level of Railway track shall not be raised in any circumstances.
2. Rail level shall be painted on both side of ROB wall.
3. Rolling stock of height more than 4265 mm is not permitted to ply under the ROB (ROB No. 377 at Km. 353/3-4).

(A. K. Jain)
Commissioner of Railway Safety,
North Eastern Circle, Lucknow.

नागर विमानन मंत्रालय
क्रमांक 505/T.W.
दिनांक 03/08/2018

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

सं. 2018/CEDO/SD/27 **New Delhi, Dated 02.08.2018**

The General Manager,
West Central Railway,
Jabalpur.

विषय : Condonation of RORUB between Katni South – Katni Station for adoption of IRSOD(BG) 2004, Schedule-I, Chapter-I, and ACS-13, Para-10, Note(b) IRSOD-2004 regarding minimum vertical permissible clearance from Rail level to any structure in Jabalpur-Satna section of Jabalpur Division of West Central Railway.

संदर्भ : W.C. Rly's letter no. RE/JBP/EL/01/1079, dated 09.07.2018

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

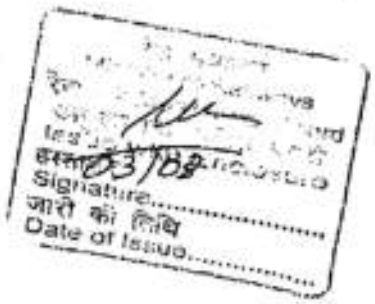
In view of above, Railway is requested to send feedback/clarifications to the above observations and a copy of Yard Diagram, so that the same can be processed further.

अनिल कुमार
04/8/18
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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Copy forwarded for information & necessary action to :

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

O/C



2018/C&P/SD/27

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
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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. 11011/04/2018–19–तoवि० दिनांक: 26.07.2018

सेवा में,

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

विषय: **Condonation of RORUB between Katni South – Katni Station for adoption 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 in Jabalpur-Satna section of Jabalpur division of WCR.**

संदर्भ: **CRS, Central circle letter no. C-13(309)/2018/288 dated 11.04.2018 & C-13(309)/2018/612 dated 16.07.2018.**

The above subjected case of Central Railway is received from the Commissioner of Railway Safety, Central Circle, Mumbai vide letter under reference. The same has been examined and it is noticed that –

1. The work was sanctioned in 2012-13 but apparently no action has been initiated to remove the infringement. Even application for infringement is initiated in March'2018 when all the work of RE is almost complete.
2. Railway should make all out efforts to remove the infringement before applying for condonation. Further, condonation shall be processed well before execution of work.
3. It is emphasized 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 using created assets, the case is hereby forwarded, with the endorsement of Commission of Railway Safety, for necessary action subject to the following conditions:-

1. No raising of track under this RORUB is permitted. Marking of Rail level shall be marked at prominent locations.
2. Joint inspection by Engineering and Electrical officials shall be done at every Three months and records shall be maintained with traceability.
3. Sufficient number of Earth pits shall be made for RORUB and it must be ensured that RORUB girders are bonded at as many locations as possible with Earth pits and Rails.
4. DJ Open/Close boards shall be provided at appropriate locations.

5. No Electrical Loco, with Panto Raised, shall be stopped under this RORUB. Special operating instructions for this arrangement shall be issued accordingly and included in working time table.
6. No Rolling stock/ODC of more than 4.42mtr height shall be permitted below RORUB.
7. Infringements shall be recorded in SOD infringement register.

(शैलेन्द्र त्यागी) 1/18

उप रेल संरक्षा आयुक्त (वि.क.)
कृते मुख्य रेल संरक्षा आयुक्त

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

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

No. 2017/CEDO/SD/IRSOD/O/2 **New Delhi, Dated 02.08.2018**

Addressed to:
(As per list mentioned below)

Sub: Addendum & Corrigendum Slip (ACS) No. 24 to the Indian Railways Schedule of Dimensions (BG) Revised, 2004

Board have approved that existing para 7(b) of Chapter II, Schedule I (Page 12) of Indian Railways Schedule of Dimensions 1676mm Gauge (B.G.) Revised, 2004 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 24.

Enclosure: ACS No. 24 (01 page)

Prem Sagar
02.08.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

List for Distribution:

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

Copy to :

- Sr. PPS to ME, MRS, MT and MTR for kind information of ME, MRS, MT and MTR please
- DG(S&T), AM(CE), AM(Works), AM(Planning), AM(ME), AM(L), AM(PU), AM(Tele), AM(Sig), AM(Traffic), Adv.(Safety), Adv.(L&A), Adv.(Bridges), Adv. (Mobility), Adv.(Transformation)
- EDCE(G), EDCE(P), EDTk(M), EDTk(Mc), EDTk(P), EDCE(B&S), ED(Works), EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A), ED(SDE), ED(PSU), EDRE, ED(Safety)-I, ED(Safety)-II, ED(Sig. Dev.), ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S), EDCE(Mobility) in Railway Board.

Addendum & Corrigendum Slip (ACS) No. 24

To

Indian Railways Schedule of Dimensions (B.G.) Revised, 2004

Chapter II - Station Yard

Item 7(b), Chapter II, Schedule I (Page-12) shall be read as under:

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

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

Note:

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

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

(c) Item 7(b) (i) may be reduced to 5330mm in case of **foot over bridge at any station and/or** provision of longitudinal boundary fence at D, E and F category stations; subject to stipulation that if any **other** pucca construction of building/structure is done in future, provisions of item 7(a) & 7(b) shall be followed.

(d) In Mumbai suburban section, for construction of new foot over bridge on the platform, provision of Item 7(a) shall be applicable.

Prem Sagar
02.08.18

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

सं.- 2018/CEDO/SR/10

New Delhi, Dated 01.08.2018

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Increasing speed of 12 car formation BG AC EMU MRVC phase-II coaches fitted with M/s. Bombardier Electric and having Pneumatic suspension in secondary stage from 70 kmph to 90 kmph on BCL-BVI BG routes of BCT Division of Western Railway.

संदर्भ : Western Railway's letter no. W.636/15/5, dated 07.06.2018.

The subject proposal has been received for increasing speed of 12 car formation BG AC EMU MRVC phase-II coaches fitted with M/s. Bombardier Electric and having Pneumatic suspension in secondary stage from 70 kmph to 90 kmph on BCL-BVI BG routes of BCT Division of Western Railway. The said rake was first introduced vide Board's letter No 2014/CEDO/SD/RS/02, dated 16.07.2015 and subsequently vide Board's letter No 2017/CEDO/SR/03, dated 21.04.2017.

CRS, Western Circle, Mumbai has already allowed to run this rolling stock on BVI-VR section and VR-DRD sections to 100 kmph and 105 kmph respectively vide his letter no. 12-5/184(Vol III)921, dated 07.05.2015 subsequent to Railway Board's sanction letter no 2014/CEDO/SD/RS/02, dated 16.07.2015.

In view of above, Railway is requested to review their proposal and submit a self contained proposal including history and background of all condonation & introduction sanctioned for this rake either by Railway Board or by CRS duly mentioning the reasons for fresh requirement of sanction of Railway Board, after sanction of introduction of rake at 105 kmph by CRS vide letter dated 25.05.2015.

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e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Western Railway, Churchgate, Mumbai.
2. EDEE(G), Railway Board, New Delhi

O/C

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

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

सं. 2017/CEDO/SD/50

New Delhi, Dated 31.07.2018

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Condonation of existing & proposed gradient of 1 in 177 at Howrah(Bagdehi) end, 1 in 164 & 1 in 105 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 : S.E.Rly's letter no. Works/AC/Gradient/CKP-Divn/Part-6, dated 27.04.2018

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), Note (d)(ii) of Chapter-II, Schedule-I of IRSOD 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 Rourkela-Jharsuguda section of Chakradharpur Division of South Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter :

SL	*Existing actual dimension (Infringement)*
(i)	*1 in 177 Fall for a length of 700m from Ch: 1203.0m (F/CSB) to Ch: 503.0m (F/CSB) at Howrah (Bagdehi) end of the yard for both existing lines and proposed 3rd line.*
(ii-a)	*1 in 164 Fall for length of 1600m from Ch: 417.0m (F/CSB) to Ch: 2017.0m (F/CSB) at Jharsuguda end of the yard for existing lines.*
(ii-b)	*1 in 164 Fall for a length of 1708m from Ch: 417.0m (F/CSB) to Ch: 2125.0m (F/CSB) at Jharsuguda end for the yard for proposed 3rd line.*
(iii)	*1 in 105 Rise for a length of 240m from Ch: 2717.0m (F/CSB) to Ch: 2957.0 (F/CSB) at Jharsuguda end of the yard for both existing lines and proposed 3rd line.*

The 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.

Prem Sagar
31.07.18

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. 2017/CEDO/SD/50

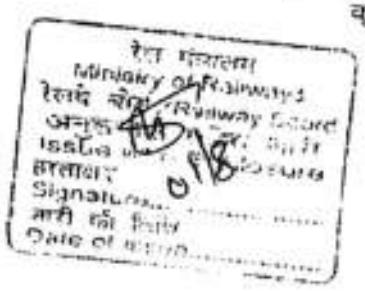
New Delhi, Dated 31.07.2018

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. 11019/01/2018-19-T.W., dated. 21.06.2018.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 349, dated 18.06.2018.

o/c Prem Sagar
31.07.18

(प्रेम सागर गुप्ता)
कृते सचिव,



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

सं.- 2018/CEDO/SR/07 **New Delhi, Dated 31.07.2018**

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

विषय : Provisional running of Broad Gauge 4500HP WDG4G Class of Locomotive [Unique Transportation Code : WDG4G, maximum axle load 22 t] to M/s GE Diesel Locomotive Pvt. Ltd. General Arrangement Drawing No. PAE5180-100 sheet-I up to a maximum speed of 65 Kmph over Northern Railway.

संदर्भ : Northern Rly's letter no. 519-W/1724, dated 28.03.2018.

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 Broad Gauge 4500HP WDG4G Class of Locomotive [Unique Transportation Code : WDG4G, maximum axle load 22t] of M/s GE Diesel Locomotive Pvt. Ltd. as per General Arrangement Drawing No. PAE5180-100 sheet-I, up to a maximum speed of 65 kmph over Northern Railway, subject to terms and conditions as given in Northern Railway's Joint Safety Certificate No. SLC/BG/40/2018, with concomitant Track Certificate, Bridge Certificate, RDSO's Provisional Speed Certificates No. SD.WDG4G.11, dated 27.07.2017 with amendment No. 1 dated 23.08.2017 and amendment No. 2 dated 26.10.2017 and other certificates 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) Railway shall ensure minimum ground clearance of 95mm from rail level during the operation of WDG4G Class of Locomotive.

Prem Sagar
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383376, e-mail address: edceg@rb.railnet.gov.in]

सं.- 2018/CEDO/SR/07 **New Delhi, Dated 31.07.2018**

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. 13011/02/2018-19-T.W., dated 05.06.2018.
2. The General Managers, All Indian Railways (except NR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

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

Prem Sagar
(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/26

New Delhi, Dated 30.07.2018

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Permanent condonation for not adopting the minimum horizontal distance from centre line of the nearest track (platform no. 2) to face of the ramp & stairs of FOB between platfor no. 1 & 2 at Hatras City Station of Izzatnagar Division of N.E.Railway.

संदर्भ : N.E. Rly's letter no. W/340/FOB/Hatras City/4A, dated 30.05.2018

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.

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e-mail address : dceqrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, North Eastern Railway, Gorakhpur.

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Signature 01/8/18
Date of Issue

2018/CEDO/SM/26
भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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eOffice 450722/2018
S No 1

उ.रे. रेलवे, म.रे.स. कार्यालय परिसर,
अशोक मार्ग, लखनऊ-226001

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

संख्या–क्यू. 11015/02/2018–19–तoविo

दिनांक: 17.07.2018

सेवा में,

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

विषयः **Application of permanent condonation from Railway Board for not adopting the minimum horizontal distance from centre line of the nearest track (platform No.2) to face of the ramp & stairs of FOB between platform No. 1 & 2 at Hathras City of Izzatnagar Division.**

संदर्भः रेल संरक्षा आयुक्त, पूर्वोत्तर परिमण्डल, लखनऊ के पत्र संख्या– 3493/Pt.10/SANC-02 दिनांक 03.10.07.2018

DE/CEDO

The above subjected case, has been received from Commissioner of Railway Safety, North Eastern Circle, Lucknow vide letter under reference. The case has been examined & found to be in order and is being forwarded for necessary action with the following conditions:-

i. A yellow strip line at a distance of 1.8 m from end of platform on track side will be painted on entire length of FOB landing on platform No.-2 to keep the passengers away from this strip line
ii. Proper sign boards will also be erected on face of landings on platform no.2 informing passengers not to stand between yellow strip line and edge of platform.
iii. No trolley or parcel packages should be kept in this infringing zone so that passenger movement is not restricted in any way.
iv. Special precautions & announcement etc. shall be made to warn passengers in case of heavy rush.

This has the approval of Chief Commissioner of Railway Safety.

17.7.2018

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

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पूर्वोत्तर परिमण्डल, लखनऊ ।

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

No. 2018/CEDO/SD/21 **New Delhi, Dated 23.07.2018**

The General Manager,
West Central Railway,
Jabalpur.

Sub: Temporary condonation for adopting of IRSOD(BG) 2004 Schedule-I Chapter-I General and ACS-13 para 10 Note (b) IRSOD-2004 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.

Ref: (i) WCR's Letter No RE/JBP/EL/01/1067, dated 07.03.2018.
(ii) CPD/RE letter No RE/EL/JBP/Design/Gr-174/Hiran&Niwar Br./RB/, dated 19.07.2018.

The proposal for condonation of OHE at Niwar Bridge in Jabalpur-Satna section of Jabalpur Division of West Central Railway has been forwarded by CCRS to Railway Board. CPD/RE/Jabalpur has subsequently submitted revised OHE clearance study to Director/RE/Rly Bd vide their letter under reference (ii) in clarification to OHE clearance study enclosed as Annexure-II of WCR's condonation proposal submitted vide letter under reference (i).

Railway may kindly examine whether the electrical clearance study has beencarried out duly considering the deflectin and camber of bridge.

Encl: As above.

(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-47598, MTNL No.-011-23047598]

Copy forwarded for information to:

i. PCE/WCR - for Kind information and necessary action please
ii. Director/RE/Railway Board - For Information Please.

कार्यालय :
मुख्य परियोजना निदेशक
रेल विद्युतीकरण
रेल्वे स्टेडियम के बाजू में
म.प्र.पर्यटन भवन के सामने
जबलपुर (म.प्र.) 482001
फैक्स नं. : 0761-2673708
ई-मेल : cpdrejabalpur@gmail.com

Office :
Chief Project Director
Railway Electrification
Besides Railway Stadium
In front of M.P. Tourism Office
Jabalpur (M.P.) -482001
Fax: 0761-2673708
e-mail : cpdrejabalpur@gmail.com

No.-RE/EL/JBP/Design/Gr-174/Hiran&Niwar Br./RB/ Date-19.07.2018

To,
The Director (Railway Electrification)
Ministry of Railways(Railway Board)
Rail Bhavan ,New Delhi.

Sub:-1 Temporary condonation for adopting of IRSOD (BG)2004 Schedule-I 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 Through Girder Bridge at KM-1025/1-3 in Jabalpur -Satna section of JBP Division of West Central Railway.

2 Temporary condonation for adopting of IRSOD (BG)2004 Schedule-I 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 Through Girder Bridge at KM-1067/2-3 in Jabalpur -Satna section of JBP Division of West Central Railway.

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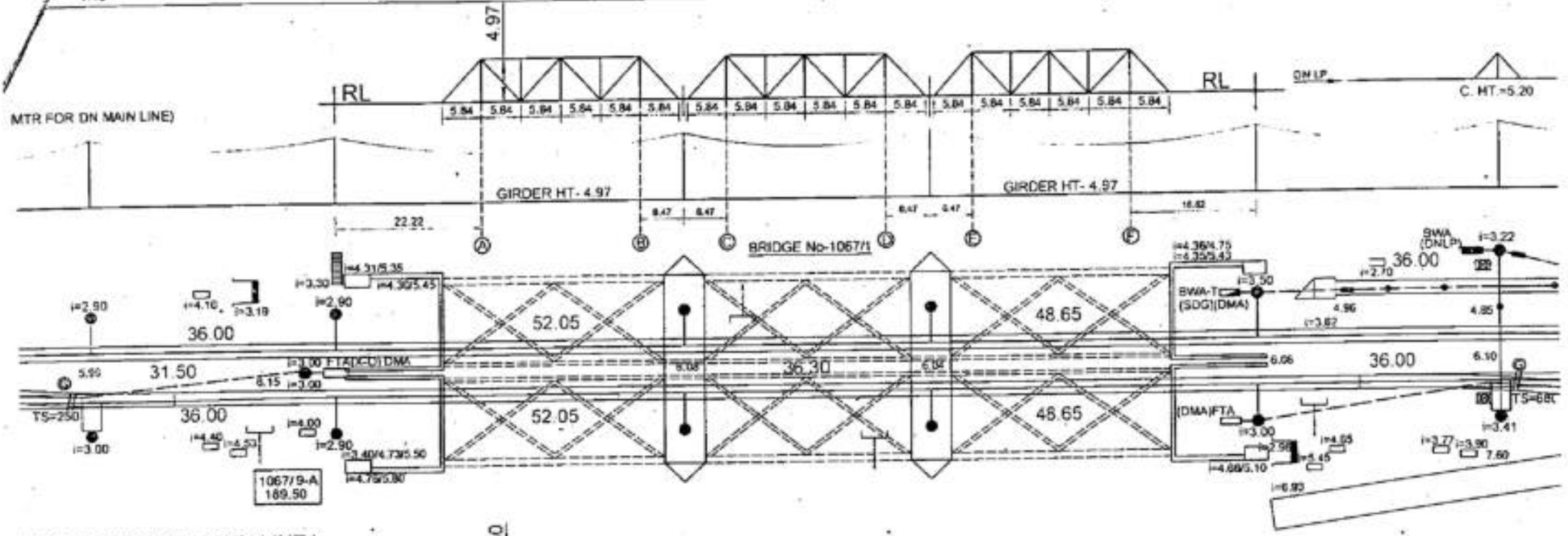
Apropos to above, the calculation for OHE clearance under Hiran Through Girder Bridge at KM-1025/1-3 at DN ML side & Niwar Through Girder Bridge at KM-1067/2-3 at DN ML side alongwith drawings are enclosed here with for further necessary action please.

D.A.-as above.

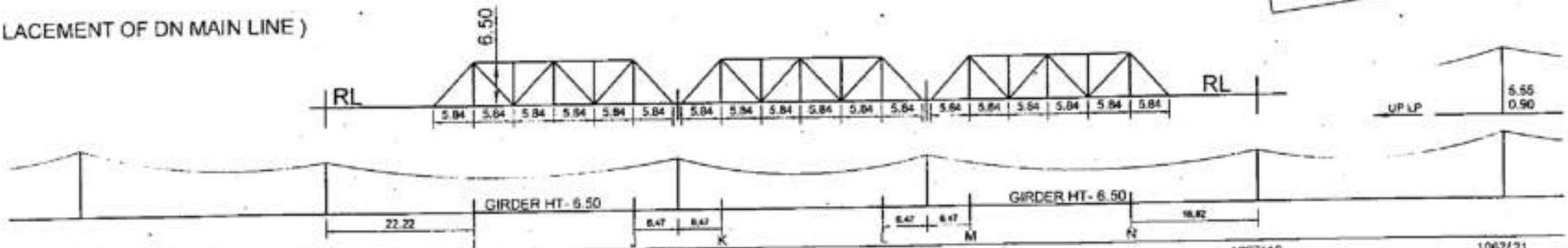
(R.D.Meena)
CPD RE JBP

KM-1067. NIWAR Bridge

	1067/14		1067/16		1067/18		1067/20		1067/22
158.00	194.00		246.05		282.35		331.00		367.00
4.74	4.69		4.69		4.69		4.69		4.74
1.40	1.388	1.40	0.000	1.40	0.000	1.40	0.000	1.40	1.388	1.40



LACEMENT OF DN MAIN LINE)



1067/11	1067/13		1067/15		1067/17		1067/19		1067/21
158.00	194.00		246.05		282.35		331.00		367.00
5.55	5.52		5.52		5.52		5.52		5.55
1.40	0.833	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.833	1.40

ROB AT KM: 1067/1

OHE CLEARANCE STUDY (AT 1ST GIRDER)

SL. NO.	DESCRIPTION	SPAN - 52.05		MID SPAN	REMARKS
		A	B	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE AT 1ST & 2ND POINT	0.017	0.005	0.021	
04	EFFECTIVE CONTACT WIRE HEIGHT AT 1ST & 2ND POINT (1-3)	4.673	4.685	4.669	
05	EFFECTIVE LENGTH OF DROPPER WIRE AT 1ST & 2ND POINT	0.970	1.197	0.960	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP AT 1ST & 2ND POINT (2/3 OF PENTO PUSH UP CONSIDER)	0.013	0.003	0.014	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+6+7+8)	4.716	4.720	4.715	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.254	0.250	0.255	
12	LONG TIME CLEARANCE (11+8)	0.265	0.253	0.269	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+5+6+7+8)	5.686	5.917	5.675	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.416	0.647	0.405	
17	SHORT TIME CLEARANCE (16+8)	0.428	0.651	0.419	

OHE CLEARANCE STUDY (AT 2ND GIRDER)

SL. NO.	DESCRIPTION	SPAN - 36.30		MID SPAN	REMARKS
		C	D	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE AT 1ST & 2ND POINT	0.005	0.005	0.014	
04	EFFECTIVE CONTACT WIRE HEIGHT AT 1ST & 2ND POINT (1-3)	4.685	4.685	4.676	
05	EFFECTIVE LENGTH OF DROPPER WIRE AT 1ST & 2ND POINT	1.265	1.265	1.180	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP AT 1ST & 2ND POINT (2/3 OF PENTO PUSH UP CONSIDER)	0.003	0.003	0.009	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+6+7+8)	4.720	4.720	4.717	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.250	0.250	0.253	
12	LONG TIME CLEARANCE (11+8)	0.253	0.253	0.262	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+5+6+7+8)	5.985	5.985	5.897	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.715	0.715	0.627	
17	SHORT TIME CLEARANCE (16+8)	0.719	0.719	0.636	

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OHE CLEARANCE STUDY (AT 3RD GIRDER)

SL. NO.	DESCRIPTION	SPAN - 48.65		MID SPAN	REMARKS
		E	F	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE AT 1ST & 2ND POINT	0.005	0.015	0.019	
04	EFFECTIVE CONTACT WIRE HEIGHT AT 1ST & 2ND POINT (1-3)	4.685	4.675	4.671	
05	EFFECTIVE LENGTH OF DROPPER WIRE AT 1ST & 2ND POINT	1.212	1.034	1.020	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP AT 1ST & 2ND POINT (2/3 OF PENTO PUSH UP CONSIDER)	0.003	0.010	0.013	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+6+7+8)	4.720	4.717	4.716	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.250	0.253	0.254	
12	LONG TIME CLEARANCE (11+8)	0.253	0.263	0.267	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+5+6+7+8)	5.932	5.751	5.736	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.662	0.481	0.466	
17	SHORT TIME CLEARANCE (16+8)	0.666	0.491	0.479	

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

No. 2018/CEDO/SD/20 **New Delhi, Dated 23.07.2018**

The General Manager,
West Central Railway,
Jabalpur.

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

Ref: (i) WCR's Letter No RE/JBP/EL/02/1025, dated 07.03.2018.
(ii) CPD/RE letter No RE/EL/JBP/Design/Gr-174/Hiran&Niwar Br./RB/, dated 19.07.2018.

The proposal for condonation of OHE at Hiran Bridge in Jabalpur-Satna section of Jabalpur Division of West Central Railway has been forwarded by CCRS to Railway Board. CPD/RE/Jabalpur has subsequently submitted revised OHE clearance study to Director/RE/Rly Bd vide their letter under reference (ii) in clarification to OHE clearance study enclosed as Annexure-II of WCR's condonation proposal submitted vide letter under reference (i).

Railway may kindly examine whether the electrical clearance study has beencarried out duly considering the deflectin and camber of bridge.

Encl: As above.

o/c

(अनिल कुमार)
निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-47598, MTNL No.-011-23047598]

Copy forwarded for information to:

i. PCE/WCR - for Kind information and necessary action please
ii. Director/RE/Railway Board - For Information Please.

Ann-4

कार्यालय :
मुख्य परियोजना निदेशक
रेल विद्युतीकरण
रेल्वे स्टेडियम के बाजू में
म.प्र.पर्यटन भवन के सामने
जबलपुर (म.प्र.) 482001
फैक्स नं. : 0761-2673708
ई-मेल : **cpdrejabalpur@gmail.com**

Office :
Chief Project Director
Railway Electrification
Besides Railway Stadium
In front of M.P. Tourism Office
Jabalpur (M.P.) -482001
Fax: 0761-2673708
e-mail : cpdrejabalpur@gmail.com

No.-RE/EL/JBP/Design/Gr-174/Hiran&Niwar Br./RB/ Date-19.07.2018

To,
The Director (Railway Electrification)
Ministry of Railways(Railway Board)
Rail Bhavan ,New Delhi.

Sub:-1 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 Through Girder Bridge at KM-1025/1-3 in Jabalpur -Satna section of JBP Division of West Central Railway.

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

****

Apropos to above, the calculation for OHE clearance under Hiran Through Girder Bridge at KM-1025/1-3 at DN ML side & Niwar Through Girder Bridge at KM-1067/2-3 at DN ML side alongwith drawings are enclosed here with for further necessary action please.

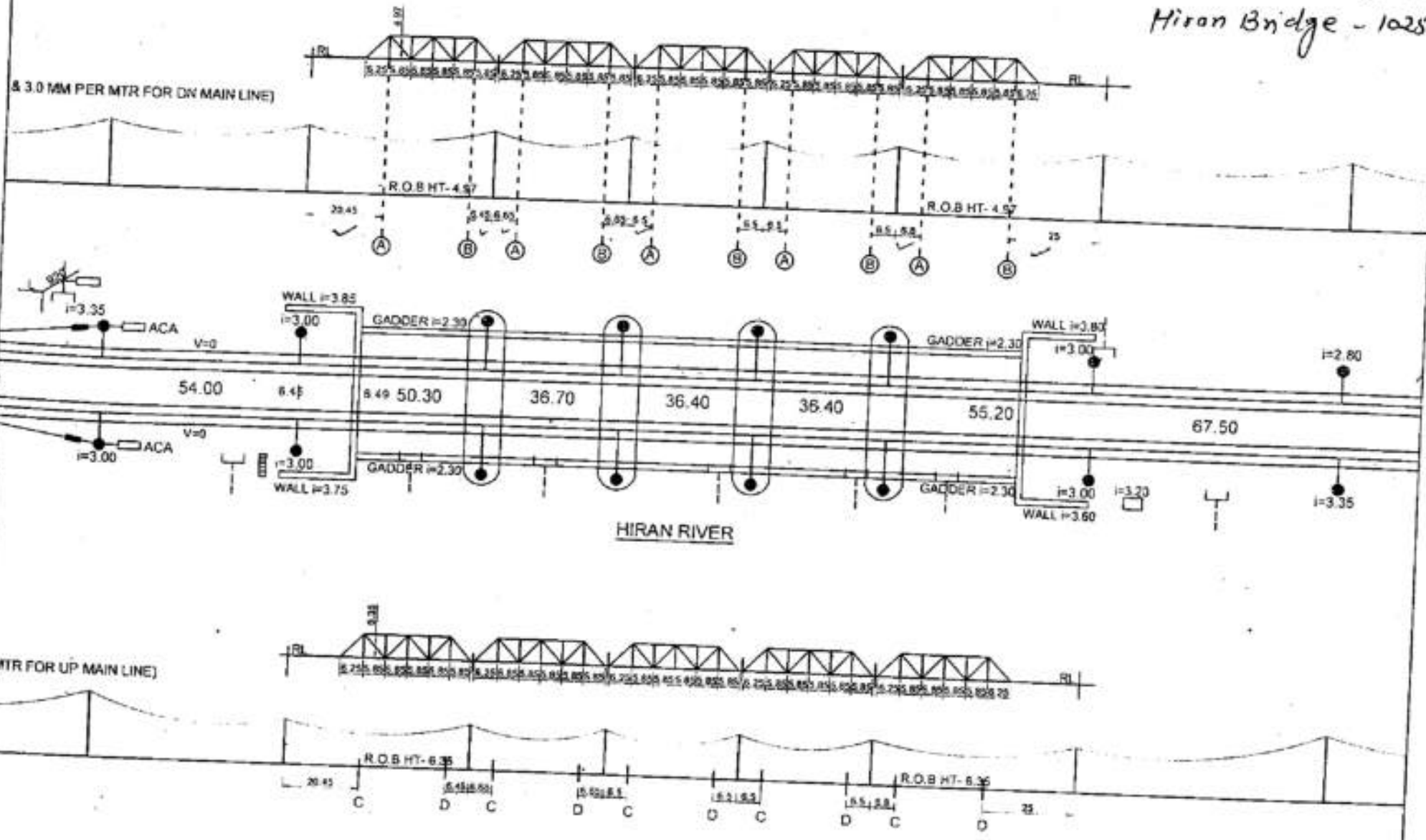
D.A.-as above.

(R.D.Meena)
CPD RE JBP

	1025/3		1025/5		1025/7		1025/9		1025/11		1025/13		1025/15		1025/17		
	114.20		168.20		218.50		255.20		291.60		328.00		382.40		449.90		
	5.42		5.37		5.37		5.37		5.37		5.37		5.37		5.43		
	1.40	0.926	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.889	1.40		

Hiran Bridge - 1025 km

& 3.0 MM PER MTR FOR DN MAIN LINE)



MTR FOR UP MAIN LINE)

	1025/3		1025/5		1025/7		1025/9		1025/11		1025/13		1025/15		1025/17		
	114.20		168.20		218.50		255.20		291.60		328.00		382.40		449.90		
	5.42		5.37		5.37		5.37		5.37		5.37		5.37		5.43		
	1.40	0.926	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.000	0.75	0.889	1.40		

AEE Design/RAP CPDIRC/JAP

ROB AT KM: 1025/1

OHE CLEARANCE STUDY (AT 1ST GIRDER)

SL. NO.	DESCRIPTION	SPAN - 50.30		MID SPAN	REMARKS
		A	B	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE AT 1ST & 2ND POINT	0.016	0.005	0.020	
04	EFFECTIVE CONTACT WIRE HEIGHT AT 1ST & 2ND POINT (1-3)	4.674	4.685	4.670	
05	EFFECTIVE LENGTH OF DROPPER WIRE AT 1ST & 2ND POINT	1.003	1.206	1.000	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP AT 1ST & 2ND POINT (2/3 OF PENTO PUSH UP CONSIDER)	0.011	0.003	0.013	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+6+7+8)	4.717	4.720	4.715	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.253	0.250	0.255	
12	LONG TIME CLEARANCE (11+8)	0.264	0.253	0.268	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+5+6+7+8)	5.720	5.926	5.715	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.450	0.656	0.445	
17	SHORT TIME CLEARANCE (16+8)	0.460	0.660	0.458	

OHE CLEARANCE STUDY (AT 2ND TO 4TH GIRDER)

SL. NO.	DESCRIPTION	SPAN - 36.70		MID SPAN	REMARKS
		A	B	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE AT 1ST & 2ND POINT	0.005	0.005	0.015	
04	EFFECTIVE CONTACT WIRE HEIGHT AT 1ST & 2ND POINT (1-3)	4.685	4.685	4.675	
05	EFFECTIVE LENGTH OF DROPPER WIRE AT 1ST & 2ND POINT	1.262	1.262	1.180	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP AT 1ST & 2ND POINT (2/3 OF PENTO PUSH UP CONSIDER)	0.003	0.003	0.010	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+6+7+8)	4.720	4.720	4.717	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.250	0.250	0.253	
12	LONG TIME CLEARANCE (11+8)	0.253	0.253	0.263	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE AT 1ST & 2ND POINT (4+5+6+7+8)	5.982	5.982	5.897	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.712	0.712	0.627	
17	SHORT TIME CLEARANCE (16+8)	0.716	0.716	0.637	

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OHE CLEARANCE STUDY (AT 5TH GIRDER)

SL. NO.	DESCRIPTION	SPAN - 55.20		MID SPAN	REMARKS
		A	B	C	
01	CONTACT WIRE HEIGHT AT SUPPORT	4.690	4.690	4.690	
02	ENCUMBRANCE	1.400	1.400	1.400	
03	SAG OF CONTACT WIRE ~~AT 1ST & 2ND POINT~~	0.005	0.020	0.022	
04	EFFECTIVE CONTACT WIRE HEIGHT ~~AT 1ST & 2ND POINT~~ (1+3)	4.685	4.670	4.668	
05	EFFECTIVE LENGTH OF DROPPER WIRE ~~AT 1ST & 2ND POINT~~	1.175	0.912	0.910	
06	ERECTION TOLERANCE	0.020	0.020	0.020	
07	1/2 THICKNESS OF CONDUCTOR	0.012	0.012	0.012	
08	PUSH UP ~~AT 1ST & 2ND POINT~~ (2/3 OF PENTO PUSH UP CONSIDER)	0.003	0.013	0.015	FOR CONTACT WIRE
09	EFFECTIVE HEIGHT OF THE OHE ~~AT 1ST & 2ND POINT~~ (4+6+7+8)	4.720	4.715	4.715	
10	CLEAR HEAD ROOM	4.970			
11	SHORT TIME CLEARANCE (10-9)	0.250	0.255	0.255	
12	LONG TIME CLEARANCE (11+8)	0.253	0.268	0.270	
13	MINIMUM HEIGHT OF CONTACT WIRE	4.690			
14	EFFECTIVE HEIGHT OF THE OHE ~~AT 1ST & 2ND POINT~~ (4+5+6+7+8)	5.895	5.627	5.625	FOR CATENARY WIRE
15	HEAD ROOM ABOVE	5.270			
16	LONG TIME CLEARANCE (15-14)	0.625	0.357	0.355	
17	SHORT TIME CLEARANCE (16+8)	0.629	0.371	0.370	

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