GUARD FILE 2014-II

Government of India
Ministry of Railways
(Railway Board)

No.2012/Safety(A&R)/18/1/Pt.I New Delhi, dated 10.11.2014

The General Managers
All Indian Railways.
CMD/Konkan Railway Corporation Ltd.

Sub: Inspection of Railways by the Commissioners of Railway Safety.

Ref: Railway Board's letter No.52-W/80/35 dated 16.7.1953.

****

The issue of inspection of open lines on Zonal Railways by the Commissioners of Railway Safety has been under consideration with the Ministry of Railways.

It has now been decided by Board(MT, ME & CRB) to withdraw the above mentioned Railway Board's letter No.52-W/80/35 dated 16.7.1953(copy enclosed) with immediate effect. Further, the inspections by CRS/CCRS will be done in terms of provisions of Para 6(b) of the Railways Act 1989; which *inter-alia* says:

> *"The Commissioner shall make such periodical or other inspections of any Railway or of any rolling stock used thereon as the Central Government may direct".*

10/11/14

(Vijaylaxmi Kaushik)
Executive Director/Safety-I
Railway Board.

Copy to:

1. PSO/Sr.PPS/PPS to CRB, MT, ME, MM, ML, MS & FC for kind information of CRB, MT, ME, MM, ML, MS & FC.
2. The Secretary, Ministry of Civil Aviation, Government of India, New Delhi.
3. The Chief Commissioner of Railway Safety, Ministry of Civil Aviation, Campus of DRM/NER, Ashok Marg, Lucknow – 226001.
4. The Commissioners of Railway Safety, All Circles.

// COPY //

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

...

No. 52-W/80/35 New Delhi, dt. 16.7.1953

To

All Railways.

Sub : Inspection of Railways.

....

The Central Government have decided that the annual routine inspections of Indian Railways, which are, at present, carried out by the Government Inspectors of Railways in pursuance of the Directions issued under Section 4(2) (b) of the Indian Railways Act, 1890, shall, except in the case of Company managed Railways, be discontinued with effect from 1st August, 1953. It will, however, be open to the Government Railways Inspectors to arrange, for their own purposes, such inspections of railway, or section of a Railway or for adhoc visits to any section of a railway to study any particular aspect of railway working with which they desire to make themselves familiar. Timely advice of their intention to do so will be sent in all cases to the Railway Administration concerned. During such inspections and visits, the Government Inspectors should be given all necessary facilities, and Regional Officers, Divisional Superintendents or departmental deputies, with whom the Government Inspectors may desire to discuss matters of mutual interest, should make themselves available, as far as possible, to accompany them on such occasions. In practice, this should not normally present any problems as the jurisdictions of these Junior Administrative Officers have not been altered in size as a result of the recent re-organisation.

Copies of inspections tour programmes of General Managers, Senior Deputy General Managers and Heads of Departments, where they can be foreseen

in good time, should also, as a rule, be sent to the Government Inspector of Railways having jurisdiction, to enable him to join any of these tours. If he considers this convenient.

2. In the case of Company managed railways the arrangements for periodical inspections will remain as at present.

3. Departmental and other executive instructions to Government Inspectors regarding the details to be observed and reported on during their inspections of or visits to Railways and the returns that they should in further submit will be issued by the Chief Government Inspector of Railways.

Sd/-
Joint Director Civil Engineering,
Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.89/CEDO/BR/5. New Delhi, dated 18-6-1990.

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

Sub: Condonation of infringements of WAG 5 type of locomotives with pantograph in locked down condition.

****

With reference to your application No.CT/DEL/WAM4B dated 18.4.90 sent through Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements involved in the design of WAG 5 locomotives with pantograph in locked down condition for movement on non-electrified sections.

S.No.	Clause No. of Chapter-IV(c)	Description of Clause	Dimensions as per SOD (in mm)	Dimensions for the proposed loco.
1.	=	Maximum moving dimensions of 1929 as shown in Diagram No.1A and others.	-	The loco. with pantograph in locked down condition infringes the maximum moving dimensions of 1929 (as shown in RDSO's Drg. No.SK.EL - 4089 Alt.I at the top). However it is within 'X' Class moving dimensions.

In view of the above, necessary amendment to the relevant paragraphs appearing, in connection with condonation of infringements of pantograph in locked down condition on non-electrified sections, in the Speed Certificates of various classes of WAG 5 series locos may therefore be issued under advice to this office.

(S.M. SINGLA)
Executive Director Civil Engineering(G)
Railway Board.

No.89/CEDO/BR/5. New Delhi, dated 18-6-1990.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Aishbagh Marg, Lucknow with reference to his Endorsement No.RS.19-T(2)/86 dated 24.4.90.

2. The General Manager(Engg.), Eastern Railway, Calcutta with reference to their application No.W.552/5/Vol.4 dated 6.6.89 and 1st para of this office sanction of even number dated 10.4.90. Necessary amendment in para 2.4.1 of the Speed Certificate dated 31.10.88 may be awaited from RDSO.

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

330

FTS-115486

Sub : Opening of freight traffic on DFCCIL Network.

Kindly find enclosed the letter of DFCCIL on the subject. Kindly also recall the earlier correspondences of DFCCIL requesting Board to issue guidelines for opening of freight traffic on DFCCIL network on priority. In this regard, a meeting had also been held with DFCCIL.

It is, therefore, requested that the action taken on the request of DFCCIL may kindly be furnished.

DTP
5/12/2014

EDCE/G

ADE/Civil ~~IA~~

9/12

LDA

Draft document process for "opening of freight traffic on DFCCIL Network" in case file no. 2014/CEDO/ORI/DFCCIL/0/03 on 24.11.2014 for consent of Adv/Safety, Adv/Infra, AM/CE, AM/ME, AM/Electrical, AM/Signal, and AM/Traffic.

Presently file is with EDPP.

10.12.14
ADE (Civil)

DTP

10/12/14

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया 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: 2013/GGM (Civil) /39/CRS **Dated: 28.10.2014**

Advisor/Infra
Railway Board
New Delhi

Advisor/Infra, Railway Board
FTS no. 102384
Date 29/X

Sub: Opening of Freight Traffic on DFCCIL Network.
Ref: This office letter of even no. dated 16.08.2013, 05.12.2013, 19.05.2014, 28.08.2014 & 15.09.2014.

Draft guidelines for opening of Freight Traffic on DFCCIL Network after discussion in Railway Board, were sent to Railway Board vide this office letter of even no. dated 15.09.2014. First section of DFCCIL, Durgawati-Kunwadia, is likely to be opened shortly.

Board is requested to issue guidelines for opening of freight traffic on DFCCIL network on priority.

28.10.2014
(Anshuman Sharma)
Director/PP

328
RTS-10513

No.2013/CEDO/CCRS/1

Sub : Remarks of CE(G) Directorate on the items of coordination between Railway Board & Chief Commissioner of Railway Safety.

Ref : CCRS's letter S.18012/01/2009-PW, dated 28.10.14, received today from Adv/Safety.

In continuation to feedback/compliance of Civil Engineering Directorate vide note of even number, dated 27.10.14, the remarks on the new items as received through the letter under reference are as under :-

Item C-10 Reprinting of IRSOD - Exercise of compilation of revised IRSOD 2014, incorporating various correction Slips issued so far is in progress. Further inputs have also been sought from Zonal Railways. It is expected that the improved document will be ready for approval within next two months and subsequently, after approval of Board in consultation with CCRS, the new IRSOD will be got printed.

Item C-14 Amendments to existing rules/standards affecting safety by the Ministry of Railways without consulting CRS – The referred Correction Slips no.12, dated 03.5.13, and no.15, dated 19.06.14, are only clarification to existing provisions of IRSOD and no new concepts have been incorporated. Clarity has been put through the Corrections Slips w.r.t. the practices being followed in respect of various stipulations of existing IRSOD. These have been circulated after approval of Board as per the existing provisions and practices.

07/11/14

ADE/Civil

EDCE(G)

07.11.14

Adv/Safety

Chairman, Railway Board
FTS No. 11543
Date 4/12

MR/M/46/2014
Date 3.12.2014

OFFICE OF THE MINISTER FOR RAILWAYS

Sub: Security of passengers - regarding.

Safety and security of railway passengers are of paramount importance and therefore, these issues are high on our agenda. All possible measures are required to be taken to ensure safe and secure journey of railway passengers and their belongings.

2. In this regard, the following measures may kindly be considered on priority –

(i) *All coaches, compartments and Railway Stations may be fitted with high resolution CCTV Cameras at strategic locations with recording and effective monitoring capabilities and compliance mechanism;*

(ii) 2 seats on each entrance of the Coach / compartment (e.g. Berth No. 7 & 8 and 71 & 72 in Sleeper Coach) may be considered for being reserved for the personnel of Armed Forces, Para-military Forces, Ex-servicemen, etc.; and if remain vacant, may be released to other passengers alongwith Tatkal Quota. This may supplement other security measures, ease journey of armed forces personnel and may also inculcate a sense of security among the railway passengers. This may also be helpful in case of emergencies situations.

3. Feasibility of the above measures may be examined for implementation within a definite time-frame.

(Suresh Prabhu)
Minister for Railways
03.12.2014

CRB

. Kindly examine. We shall discuss on 15th Dec.
. Secy to circulate to all Members for response

5/12

Secy/RB

5/12/14

FTS- 119902

3-8

In letter No.2013/Infra/12/43 of dated 5.9.2014 of this office the following were mentioned on account of reasons mentioned against each.

1. **The provision of 60 kg rail in lieu of 52 kg rail shall not be considered mandatory.**

This was indicated because:

- Presently the plan is to raise the speed to 160 kmph on the identified corridors announced by Hon'ble MR in his rail budget speed 2014-15 for only 1-2 selected trains.
- New Delhi-Agra section on which commercial services at 160 kmph are likely to be introduced in November, 2014 does not have the entire length of 60 kg rail.
- The speed certificate number MC/LHB/Trial of dated 17.4.2014 issued by RDSO for carrying out COCR trial at 160 kmph on NDLS-Agra section is mentioning that the track shall be to a minimum standard of 52 kg (90 UTS) rails on PSC/ST sleepers to M+7 density and depth of ballast cushion below the sleepers of 250 mm. (copy enclosed).
- Vide item 7 of record of discussions of meeting held in Railway Board on 20.08.2014 RDSO was requested to re-examine the issue of requirement of 60 kg rail, TPWS & fencing alongside of track. The reviewed decision of RDSO issued with approval of DG/RDSO is enclosed.
- The guidelines issued vide letter referred above were not any sort of superseding instructions on the instruction issued by Technical Directorate, as this was merely for assessing the quantum of minimum investments required for upgradation of speed to 160 kmph.

2. **Provision of fencing along-side the track.**

- It was mentioned that the fencing is to be provided as per RDSO drawing No.M00007/1 duly approved by Railway Board. However, for ensuring safety more sturdy fencing may be provided depending upon local condition. The fencing is to be provided at vulnerable locations to start with.

This is for your kind perusal please.

(Vijay Kumar)
EDME/Infra
03.11.2014.

EDCE (G) :

FTS No. 103315/14

Sub: Board's approval of RDSO report no. CT-20.Revision 2 of November,2009

Ref: EDME/Infra not no. 2013/Infra/12/43 dated 30.10.2014

EDME/Infra vide above referred note has requested to process RDSO report no. CT-20.Revision 2 of November,2009 for Board's approval.

Report no. CT-20.Revision 2 of November,2009 has been prepared by RDSO based on the inputs provided by Bridges & Structures, Carriage, Electric Loco, Geo Tech Engg., Motive Power, Signal, Telecom, Testing, Traffic, Track Design, and Track Machine & Monitoring & Traction Installation Directorates of RDSO.

The nodal dte to deal with the subject of raising of speed of selected Railway corridors upto 160 kmph at Board's Level is Infra dte. Hence, it would be appropriate if nodal dte i.e Infra dte process the subject issue for Board's approval. The required technical comments pertaining to this dte will be furnished as and when asked for.

DCE(P)
31/10/14

EDCE(P)

31/10/14

Adv/CE

31/10/14

Adv/Infra

for Mtg pl

Infra Dte is a front end for Medium High Speed. RDSO reports may be dealt by Engg dte. May kindly link telecom data

3/11/14

ME Why was this referred 3/11 to Infra DE?

EDCE(P)

3/11

3-6

FTS- 102911(1)

No. 2013/Infra/12/43

Sub : Board's approval of RDSO Report No.CT-20.Revision 2 of November,2009.

Ref : (i) CCRS's letter NO.S.18011/01/2009 TW of dated : 16.09.2014.
(ii)Discussions of the undersigned with CCRS & CRS/NE circle on dated :28.10.2014 in Lucknow.

1. As you are already aware that New Delhi Agra Section is one of the nine corridors identified for raising of speed to 160/200 kmph. All the works involved for raising of speed to 160 kmph have almost been completed and the commercial services are likely to be introduced by mid of November,2014.

2. It has been confirmed by NR & NCR that applications for CRS sanction for operation of passenger train at 160 kmph have already been submitted by them to the respective CRSs.

3. Vide CCRS letter referred above (copy enclosed) CCRS desired that Ministry of Railways should apprise him regarding minimum safety requirements formulated for trains to run at 160 kmph or above covering all aspects related to tracks, rolling stock, electric traction, installation, signalling and inter-locking installations etc.

CRB

4. In reference to the CCRS letter, reply was sent by ME (copy enclosed) in which para 4 mentioned about minimum safety requirements for trains at 160 kmph. it was indicated that the details of minimum safety requirements of trains to 160 kmph covering all aspects have been listed in RDSO Report No. CT-20. Revision 2 of November,2009.

5. During the discussions of the undersigned with CCRS and CRS the issue of minimum safety requirements for trains at 160 kmph was again discussed. CCRS asked about the approval of Board for RDSO Report NO. CT-20.Revision 2 of November,2009. He stressed that approval for the same is must for granting CRS sanction of trains at 160 kmph. The matter was brought to the notice of CRB on 29.10.2014. CRB desired that Board's approval on Report NO.CT-20.Revision 2 of November,2009 should be obtained on priority.

6. Accordingly, please find enclosed RDSO Report NO.CT-20.Revision 2 of November,2009 and RDSO Letter NO.UTHS/95 dated : 17.10.2014 issued with the approval of DG/RDSO amending the requirements of TPWS, 60 kg. Rail and fencing alongside the track as indicated in the Report NO.CT-20.Revision 2 of November,2009. You are requested to process the case for obtaining Board's approval for the same.

, Refer Telecon.
. Kindly have it processed expeditiously.

EDME(INFRA)
30.10.2014

EDCE(G) : ME.

30/10

COPY TO : **PSO/CRB for kind information of CRB.**

EDCE(Con)

No. 2002/M(N)/204/7 Vol I (Pt)

Sub : Sanction for operation of BOXNHL and BCNHL wagons

Many Railways have sent references regarding non-availability of CRS sanction for running BOXNHL and BCNHL wagons on their system. The status is as follows:

1. BOXNHL wagons

1.1 Railway Board had given the initial sanction on 2.12.2009 for running of BOXNHL wagons in NCR for only 2 years **(SN 1)**. While giving this sanction Railway Board had directed that **"RDSO should actively associate the concerned Zonal Railway for examining and studying various related data related to safety issues in operation of the BOXNHL wagon".**

1.2. After expiry of this sanction, CCRS vide his letter dated 19.10.12, asked for action taken by Railway Board on this matter (SN 2). EDCE/G asked for a Report from RDSO and Zonal Railways on 1.11.2012 **(SN 3)** regarding safety issues in operation of BOXNHL wagons.

1.3. EDS/Wagon/RDSO sent a Report to EDCE/G on 15.10.13 **(SN 4)** indicating that equipment failure data of Indian Railways pertaining to wagons does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL in 2008.

1.4. Vide his letter dated 15.07.2014 **(SN 5)**, EDCE(G) had conveyed these comments of EDS/Wagon/RDSO to CCRS. With regard to the track related data EDCE(G) has stated that RDSO has requested NCR to make available relevant data for analysis.

2. BCNHL wagons

2.1 Railway Board vide letter dated 27.11.2009 **(SN 6)** had sanctioned running of BCNHL wagons at CC+8+2 T over identified routes of WCR for a period of 2 years.

2.2 CCRS vide his letter dated 26.4.13 **(SN 7)** has asked for action taken on the matter of RDSO actively associating with concerned Zonal Railway for studying safety related data etc. EDCE(G) vide his letter dated 07.05.2013 **(SN 8)** has requested WCR and RDSO to advise action taken on the recommendations/suggestions of CCRS.

2.3 As mentioned in para 1.3 EDS/Wagon/RDSO has already sent a Report to EDCE/G on 15.10.13 **(SN 4)** indicating that equipment failure

302

From pre-page

data of Indian Railways pertaining to wagons does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL in 2008.

3. It is seen that on account of the delay on part of RDSO in submitting a consolidated report (including track parameters) regarding the running of higher axle load wagons to Board / CCRS, the process of revalidation of sanction for operation of BOXNHL & BCNHL wagons on all Railways is delayed and at present these wagons are running without any sanction.

4. Since these BOXNHL and BCNHL wagons have been running for past several years and NCR and WCR have not reported any negative or detrimental effect of their running on the track, it is reasonable to assume that there may be no adverse effects in the running of these wagons. Wagon Directorate of RDSO has already cleared their running (SN 4). Since there are repeated references from Railways regarding non-availability of sanction for running these wagons, it is not considered advisable to keep running these wagons indefinitely without CCRS clearance and Board's sanction.

5. There are now over 27,000 BOXNHL wagons and over 14,000 BCNHL wagons in use in Indian Railways. It is a matter for consideration that a stage has therefore come when a call needs to be taken for either authorising unfettered run of these wagons by according CRS clearance and Board's sanction at the earliest or withdrawing them from service, if considered unsafe. However, the latter course of action shall be at a huge cost in terms of operations and revenue loss.

6. Submitted for consideration please,

9/10/14

DME/Freight

EDME/Freight Ashish Agarwal 10/10/14

AM/ME

MB as MM

ED (C&W)

MT

ME

Kumar. 16/10

Spoken to ED/Track-I/RDSO and PCE/NCR for sending the report quickly. Please make letters also.

ME(CC)

IA

S. No. 9 issued, the file returned herewith, 22/10/14 ED C&W

DME/Dy. 27.10.14

27.10.14

300

121343
FTS No. ~~121343~~



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

शाखा MCW
BRANCH

मिसिल सं. 2002/MCW/204/7 Vol.I
FILE NO.

विषय
SUBJECT

Sanction for operation of BOXNHL & BLCA wagons.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected 2002/MCW/204/7 Vol.I

SN-47

FTS-299
101245

No. 2013/CEDO/CCRS/1

Sub : Minutes of the meeting held between Railway Board and Commissioner of Railway Safety on 11.04.2014 at Rail Bhawan, New Delhi- Reg- Civil Engineering (G) Dte. Feedback/compliance

Ref : Safety Dte's letter no. 2013/Safety(A&R)/CCRS-Meeting dated 06.06.2014 and note dated 09.10.14 (SN-46) (SN-45)

Civil Engineering (G) Dte.'s feedback/compliance for above meeting held on 11.04.14 are as follows :

Item 3.0 - Address by CCRS

Issue :

(ii) Large numbers of Correction Slips with regard to infringement to Schedule of Dimensions (SOD) are being issued mainly for Electrical items.

EDCE(G)'s Remarks :

IRSOD - 2004 is under active consideration of Board for revision after obtaining feedback from Railways/RDSO/field units and will be revised/approved by Board in consultation with CCRS.

Issue :

(iv) PCE cannot exercise the power to raise speed to 110 kmph as per Policy Circular No. 7 as sectional speed is being increased without following prescribed rules or providing adequate track inputs.

EDCE(G)'s Remarks :

Policy Circular no.7 is being modified as per feedback from Zonal Railways, CCRS and Board and it will be issued/ approved by Board in consultation with CCRS.

Issue :

(v) Correction Slips to authorize GMs to condone gradients in yards is diluting authority of Railway Board in this regards.

EDCE(G)'s Remarks :

ACS- 1 & 2 w.r.t. were issued to empower Commission to condone gradient steeper than 1 in 400 and upto 1 in 260 on the basis of CCRS's views received on 02.08.2005 and accordingly it was approved by Board as ACS-2 to IRSOD.

Further, the ACS-12 was issued on 03.05.2013 for bringing clarity for practice in field and it did not dilute the already circulated provisions vide ACS-2 (22/24-03-2006).

Issue :

(vi) Sanction letters for rolling stocks issued by Board should mention the speed certificate as well as the Joint Safety Certificate.

EDCE(G)'s Remarks :

Complied with.

Item 5.0 - Discussion on Agenda items

Issue :

5.27 Iten 7.4- Increasing Sectional speed to 110kmph and length of trains upto 24 coaches plus 1 inspection carriage.

The issue has been raised by WCR that increase in sectional speed to 110 kmph is within power of PCE and CRS/Central Circle has been insisting that WCR must seek specific CRS sanctions for all new/old trains even at 110 kmph. CRS/Central Circle explained that this is required in line with Para 4.08(1)(a) of GR.

EDCE(G)'s Remarks :

It concerned to Traffic Directorate.

Item 6.0 - Other items

Issue :

6.2 Re-validation for sanction granted for BOXNHL

EDCE(G)'s Remarks :

Issue has already been referred to RDSO for their feedback report, RDSO has informed that after obtaining information from NCR, report will be submitted to Board. They have been asked for expediting.

Submitted please.

ADE/Civil 27/10/19

EDCE(G) 27/10/19

Adv/Safety

27/10

2011/CEDO/SR/MISC/1

Sub : Issues relating to the movement of ODC of BHEL

Ref : EDTT/S's note no. 2009/TT-I/14/8, dated 25.09.14 and noting dated 17.10.14

1. The details at Para 5(iv), (v) & (vi) are for speedy clearances of ODC, but no specific issue pertaining to Engg. Department has been raised, which needs modification/improvement for speedy clearance. Hence no specific comment can be given.
2. Further, as per information available in Civil Engg. Dte, item-wise comments w.r.t. Para 5 are as under :

   5(iv) - As per Chapter-VI of Operating Manual issued in Sept' 2008, sanction of ODC processed and is given by the COM (nodal dept.) of the concerned Railway;

   5(v)- Pertaining to Wagon & Motive Power Dtes of RDSO.

   5(vi)- Reply same as Para 5(iv) above.

3. ODC - sanction cases are originated and co-orinated by the Oerating Department of Rlys; as the Operating Dept. is the Nodal Dept. for Santion of ODCs.
4. **However, after reciving of note dated 17.10.14; discussed with Northern Railway (Engg Dept.), regarding delay in ODC sanction; they have informed that no delay on account of Engg. Dept.**
5. **If any specific case available regarding delay on Engg Account, may kindly be linked please.**
6. Further, letter has been issued to all concerned regarding "Movement of Over Dimensional Consignments (ODCs) on Indian Railways" (copy enclosed)

Put up for information please.

20.10.14
ADE/Civil

There is no delay on part of Engineering deptt as per information collected. May please highlight or convey some Case in what delay has taken place at Engg. A/c at what stage ?.

Dir CE(G)

EDTT/S

20/10/14

291

FTS-105805

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

शाखा BRANCH RE(E) मिसिल सं. FILE NO. 2014/RE/161/10 FTS-105805

विषय
SUBJECT

DC-AC conversion

opened on 20/03/2014.

पिछला संदर्भ
Previous Reference

2013/RE/161/7 FTS-80769

Sub:- DC-AC conversion
Merged file:- 2014/RE/161/10 & FTS-105805
DC-AC-Conversion

सम्बन्धित
Connected

Dealer — TA/RE)
Sh R.K. Gupta

No. 2014/RE/161/10/FTS-105805

Sub: DC-AC conversion – restricted maximum height of Rolling Stock in Kurla-CSTM section of Central Railway.

Ref: GM/CR's letter No. L.451 DC-AC/Conv/04 dated 19.09.2014 addressed to Board (ML) (SN-92).

GM/Central Railway vide his letter referred above (**SN-92**) has requested Board for restricting height of rolling stock as 4270 mm in Kurla- CSTM section (Mumbai division) of Central Railway in view of 1500 Volt DC to 25000 Volt AC conversion work in the section. This is essential because of minimum electrical clearance required for 25000 volt AC and the limited headroom clearance available at 7 locations (ROB/FOBs) in the section between Kurla & CSTM. GM/CR has advised that lowering of track has been done by the Railway to the maximum extent possible and in spite of that the minimum required electrical clearances are not available. This leaves no other option but to restrict the rolling stock height to 4270 mm. As a past precedent, GM/CR has also quoted the restriction imposed in Southern Railway in ERS-KTYM-KYJ section (broad section- ERS-TVC of TVC division of SR), due to KTYM tunnel. Because of this tunnel, the rolling stock movement has been restricted to height of 4270 mm & the arrangement has been working successfully for the past more than 8 years.

GM/CR has proposed to similarly restrict the rolling stock height to 4270 mm in Kurla-CSTM section. Following restriction in the movement would have to be imposed:-

1. WDM-2/WDM3D (height more than 4270 mm) of other than Central and Southern Railways have to be restricted in the section. The chimneys and water radiator pressure caps of Diesel locomotives of Central and Southern Railways have already been suitably modified with reduced over all height below 4270mm.

2. Train no. 11019/11020 Bhubaneshwar- CSTM Konark Express running with WDM-3 Diesel locomotive of Kazipet shed is proposed to work with electric locomotive between Pune-CSTM section after DC-AC conversion.

3. Train no. 12818/12817 Jabalpur- CSTM Garibrath Express (3 days in a week) , is running with WACCNH-1 (height 4250 mm within the permissible limit). However, in future if the train is composed with 81 berth ACCNH coach (height 4381mm), this train to be terminated at LTT instead of CSTM.

4. For POH of Diesel locomotives of WR and WCR at Parel Workshop, it is proposed to provide shorter chimneys (to be supplied by Central Railway to Western and West Central Railways) for transit movement between respective Shed and Parel Workshop. These chimneys can be replaced by the original one by the respective sheds after the POH is complete.

5. The POH of Garibrath and Double Decker coaches of Central Railway will be carried out at Lower Parel Workshop of Western Railway as already agreed by Western Railway (movement from Central Railway will be done via Vasai). Equivalent nos. of Western Railway coaches will be POHed at Matunga Workshop.

6. VIP carriage having in motion antenna to be terminated at LTT instead of CSTM or antennas to be relocated by the Zonal Railway.

7. For AC-DC EMU stock of M/s Siemens & M/s BT, it would have to be ensured that no earthed part of EMU is having height more than 4270 mm with the stipulation that pantograph not to be considered as the highest earthed part since pantograph is any how charged on 25 kV AC and its mounting insulators are designed to withstand 25 kV AC .

8. To completely avoid the possibility of any Diesel locomotive of other than Central and Southern Railways, in case of mis-links/on line failures, a monitoring system to be formulated by Central Railway for deciding the change of locomotive in advance.

The project of DC-AC conversion is a top priority project, included in the100 days project list of Ministry of Railways and hence its expeditious commissioning is of paramount importance. The immediate commissioning of the project is also very important in view of the expected financial savings of approx. Rs 124 crore annually on account of reduction in traction energy bill in AC section, as brought out by GM/CR in his above mentioned letter.

(A) In view of the above, **Board(ML,MM,MT)** is requested to approve restricting the rolling stock height to 4270 mm in Kurla-CSTM section (15.4 RKM) in Mumbai division of Central Railway, alongwith the above given restrictions.

DRE

19.09.2014

EDRE(P) NR Raj 19/9/14

Adv/RE 19/9/2014

AML M. Ajit 23/9

ML We may agree for (A) above. Past precedent exists in TVC div of SR as stated at (B) of np-23. 23/9.

MM My below examination. CME/CR's view in this regard may also be seen. 23/9

[MT]

Adv/TE

DME/CR

The case seems to be on the case of restricting the IRSOD with respect to rolling stock height on a particular stretch of CR. Such cases are to be dealt by ED CE(G) Directorate. EDCE(G) may kindly see and forecast.

13.10.2014

ED/CE(G)

ADE(G)/II

13-10-14

EDCE(G)

1. From the note of RE Dte. (n/p/2324), issue seems to be related to restricting movement of existing running rolling stocks in Kurla-CSTM section and not any condonation to IRSOD.
2. Restrictions proposed in Para 1 to 8 (n/p/23-24) need to be ensured by Rlys.
3. As mentioned by ML, earlier similar approvals of SR may also be linked.

Decision may accordingly be taken by Board.

14.10.14

EDCE(G)

ED/ME (Chg.)

16/10

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

No.2014/CEDO/ORI/16. New Delhi, Dated 15.10.2014

The General Manager,
North Eastern Railway,
Gorakhpur

Sub : Opening of Railways - Introduction of 25 KV electric traction on Chhapra (excl.) - Siwan (incl.) BG double line & Siwan (excl.) - Thawe (incl.) BG single line section of Varanasi Division of North Eastern Railway for Public Carriage of Passengers.

Ref : CCRS's letter no. R.12025/02/2014-15-T.W, dated 26.09.2014.

The above section was inspected by CRS, N.E. Circle, Lucknow on 14.06.2014 and opening of the section was authorized by him vide letter no. SANC-03/402/I/R/OPG/PT dated 23.06.2014 with certain observations. The inspection report has been forwarded to Board by CCRS vide his letter under reference.

Railway is advised to take necessary action on CRS's observations early and send the 'Action Taken Report' in juxta-position to Board with copy to CRS, N.E. Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

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

Copy forwarded for information and necessary action to :

- Chief Commissioner of Railway Safety, Ashok Marg, Lucknow for information in reference to his above-mentioned letter.
- Chief Administrative Officer(C), N.E. Railway, Gorakhpur.

FTS NO. 12066) 286

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

शाखा
BRANCH Safety (ASR)

मिसिल सं.
FILE NO. 2014/Safety(ASR)/CRS/[redacted] Pol. Circular No. 637/DS

विषय
SUBJECT

Revision of Policy Circular Nos. 637 and Gazette notification on opening of Railway dated 03.10.2001 – CRS sanction.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

Safety(A&R)/
No.2014/CRS/Pol. Circular No.6&7

Sub: Revision of Policy Circular Nos.6&7 and Gazette notification on opening of Railways dated 08.10.2001–CRS sanction.

PUC/S.No.1 is a note from MM wherein it has been stressed that there is immediate need to carry out revision in the policy circulars and gazette notification mentioned above as there are repeatedly unnecessary procedural delays in obtaining CRS sanction for rolling stock. Various new stocks are languishing for want of CRS sanction, leading to loss of revenues.

To illustrate, detailed chronology for 04 types of rolling stock has been attached for appreciation of the problem at hand.

In the MM's note, it has been further stated that if this state-of-affairs continues, there will be no option but to withdraw BOXNHL from service with dire consequences and other stock should continue to languish in shed or deport.

In view of the above, request has been made to carry out the proposed revision of policy circulars, etc. immediately.

In connection with the above, it is submitted that an unsigned copy of CE directorate's note to MM is placed at S.No.3 and CE DAI letter at S.No.3/1.

Submitted please.

R S Rawat
S,O./Safety(A&R)
19.08.2014

(1) Policy No-6 is under finalization

Dir./Safety-IV

(2) Policy no-7 has been withdrawn

One more file was been circulated on 19/8/2014. may please see 20/8/14

Adv./Safety

If policy circular no. 6 is under finalization, has the earlier one been withdrawn.

Sanjiv Garg
27-08-14

DS-IV

Put up as discussed
27/8/2014

DDLS-cum-TI

A letter addressed to CCRS/Lucknow regarding sanction for running WDG4D and WDG5 locomotives and a letter addressed to DG/RDSO regarding BOXNHL is put up for signature

P. Srinivas 1/9/14
DS-III

Adv. Sahay

Sanjiv Garg
02-09-14

A draft letter addressed to CR/WCR regarding LSS Coaches is put up for approval.

P. Srinivas
3/9/14.

Adv. Sahay

As modified.

Sanjiv Garg
03-09-14

DS/III

modified draft put up for signature

P. Srinivas 4/9
DS-III

Adv. Sahay

Sanjiv Garg
04-09-14

DS-III

No.2014/Safety(A&R)/CRS/Pol.circular no.6&7

PUC is a note from DTT/Chg-I regarding idling of LS3 variant of LHB coaches over Indian Railways. On this note Member Mechanical has made a remark saying "It could be better to address the issue with CRS, particularly the file for amendments to the policy circular 6 is lying with Traffic directorate since long". Similar view was expressed by Member Mechanical in his note at Sr.no 1 and 2 indicating that expensive rolling stock are lying un-utilised for a long period.

Efforts were made to address the issue regarding pending CRS sanction for specific rolling stock like LS3 coaches, BOXNHL wagon, WDG-4D and WDG-5 locomotives mentioned in the MMs note at Sr.No 1. In case of LS3 coaches, WCR has submitted remarks to the CRS vide letter dated 04.09.2014 at Sr.No 14 and awaiting sanction. In case of BOXNHL wagon, EDStds/Wagon has replied to EDCE(G) vide letter dated 15.10.2013 at Sr.No. 18 and needs to be processed further. In case of WDG-4D and WDG-5 locomotives, WR has submitted the proposal to CRS/Lucknow vide letter dated 1.07.2014 placed on file at Sr.No 4 and 5 respectively. CCRS/Lucknow was requested to communicate sanction for these locomotives at the earliest vide this office letter dated 02.09.2014 placed at Sr.No 8.

A meeting was held on 02.05.2013 in Railway Board on the subject of "Procedure for certification of maximum permissible speed for rolling stock" and officers of all the concerned directorates have attended the meeting and expressed their views, the minutes of the meeting are placed on file at Sr.No12.

When modified version of the policy circular No.6 was circulated for comments, Traffic directorate has raised certain pertinent issues at Sr.No 13 on the basic frame work of the policy circular No.6. It is felt that to expedite the revision of policy circular No.6 and address the concerns of all the stake holders, it may be prudent to call for one more meeting of the concerned directorates.

May like to take a view.

P. Verma
17/9
DS-III
17.09.2014

Adv/Safety Sanjiv Garg 22-09-14

AM/CE 23.9.14

EDCE/G

MM/CIVIL

23-9-14

HJS - 34575 281

Print Close

Letter from RDSO regarding 28 axle wagon

From: **A K Jain** (akj@bhel.in)
Sent: 06 October 2014 10:57AM
To: ajoybehera@hotmail.com; edtts@rb.railnet.gov.in
Cc: akm@bhelhwr.co.in; Gaurav Kumar Rusia (rusiag@bhel.in); prakash@bhelhwr.co.in
1 attachment
28 AXLE.pdf (863.9 KB)

MOST URGENT PL.

Dear Sir,

As discussed, pl arrange to resolve the deadlock regarding clearance of 28 axle wagon Mandakini 1.

We have missed the target of getting clearance by 30th Sept,14 which has affected BHEL's Turnover for the HY14-15.

Request your kind URGENT ATTENTION from NR as per the enclosed letter from RDSO.

भवदीय

अनिल किशोर जैन

महप्रबंधक(कार्पोरेट सामग्री प्रबंधन)

Regards

A K jain

GM/Corporate MM

Ph-011-66337207\

MOBILE-9818999213

May kindly like to fix a meeting at your end on 8/10 where CCO and CFTM/NR can be called for discussions.
The clearance needs to be appropriate as Cabinet Secty. is chasing this issue.

7/10.

EDTTS

7/10/14 FA - O.K. M.

7/10/14

EDTTS may organise meeting GDCE/G and if any help is needed it will be provided.

7/10/14

From: A K Malhotra [mailto:akm@bhelhwr.co.in]
Sent: Saturday, October 04, 2014 2:14 PM
To: ruslag@bhel.in
Cc: akj@bhel.in; R B Bhatnagar; Ashutosh Mishra; Rakesh Kumar
Subject: Letter from RDSO regarding 28 axle wagon

The enclosed letter, addressed to CTE, NR, has been received from RDSO, on the above subject, which is self-explanatory.

RDSO has put ball back in the court of NR. May forward it suitably to Sh Behera / other concerned.

Regards,

AK Malhotra

AGM (EME)

BHEL, Hardwar

Disclaimer:The information contained in this email and any attachments to this message are intended for the exclusive use of the addressee(s) and may contain proprietary, confidential or privileged information of BHEL Haridwar. If you are not the intended recipient, you should not disseminate, distribute or copy this email. If you have received this message in error, you should destroy this message and may please notify the sender by email. Please note that opinions expressed in this email are solely those of the author and do not necessarily represent those of BHEL Haridwar, unless specifically indicated to that effect.
WARNING: Although BHEL Haridwar has taken reasonable precaution to ensure no viruses are present in this email, recipient should check this email and any attachments for the presence of viruses. BHEL Haridwar accepts no liability for any damage caused by any virus transmitted by this email.

Disclaimer for the Electronic Transmission Message- E-mail

The information contained in this Electronic Transmission Message i.e. E-Mail and

E-mail transmission is not guaranteed to be secure or error-free as information c

भारत सरकार –रेल मंत्रालय
अनुसंधानरूपमाण 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)2450115
DID(0522)2465310

No. MW/CS/660MW/TGS

Dated: 01.10.2014

Chief Track Engineer
Northern Railway
Baroda House
New Delhi-110 001

Sub: (i) One time movement of 28 axle (threaded Beam) BG special wagon "Mandakini-1" (with KWU-C loading beam) of M/s. BHEL Haridwar for the transportation of 3 Nos. 660 MW Turbo Generator Stator weighing 296t Ex. Haridwar N. Rly to Iradatganj (IDGJ) for BARA TP siding North Central Railway.
(ii) One time movement of 28 axle (Threaded Beam) BG special wagon "Mandakini-1" (with KWU-C loading beam) of M/s. BHEL Haridwar for the transportation of 3 Nos. 600 MW Turbo Generator Stator weighing 296t Ex. Haridwar N. Rly to Raigarh SEC Railway for O.P. Jindal STPP at a maximum speed on UP & DN line of Northern Railway.

Ref: (i) CTE/NR letter No. 519-W/1045 dated 12.09.2014
(ii) RDSO Speed Certificate No. MW/CS/660 MW/TGS dated 11.07.2013 Amendment No.1 dated 29.07.13 and Amendment No.2 dated 07.10.2013.
(iii) RDSO Speed Certificate No. MW/CS/660 MW/TGS dated 12.08.2013 & Amendment No.1 dated 07.10.2013.
(iv) RDSO Speed Certificate No. MW/CS/660 MW/TGS dated 03.04.2013.

RDSO has issued 03 nos. of speed certification for one time movement of 28 axle BG special wagon "Mandakini" of M/s. BHEL, Haridwar vide reference (ii),(iii) and (iv) above. The condonation of IRSOD infringement of empty wagon has already been arranged by RDSO vide letter No 2011/CEDO/SD/RS/04 dated. 02.02.2012 (Copy enclosed)

Since the 03 speed certificates have already been issued by RDSO for movement to 03 separate location requested by BHEL, Zonal Railway of originating station is required to take first sanction of Railway Board and subsequently case has to be processed for respective CRS sanction for movement of wagon on Zonal Railways.

Since this a special wagon owned by non-Railway entity and dispatch of consignments takes place on specifically indicated locations of India, only above said certificates are issued by RDSO.

This is for your kind information and perusal please.

संलग्नक: उपरोक्तानुसार

(जी0आर0 शर्मा)
कृते महा निदेशक/माल डिब्बा

प्रतिलिपि:–

1. सीआरएसई (फ्रेट), उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली–110001
2. मेसर्स भारत हैवी इलेक्ट्रिल लिमिटेड, रानीपुर, हरिद्वार–249 403
3. मुख्य यांत्रिक अभियन्ता, उत्तर रेलवे, बड़ोदा हाउस, नई दिल्ली–110 001

२८४

POLICY

FTS-11908

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

शाखा BRANCH: CEDO मिसिल सं. FILE NO.: 2014/CEDO/ORI/0/02

विषय
SUBJECT

Railways Opening of Public Carriage of Passenger Rules - 2005.
(Insistence for signature of GM on CRS application and Forms XV, XVI, XVII)

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

No. 2014/CEDO/ORI/O/02

Sub : The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules, 2005; reg. insistence for signature of GM on CRS application and Forms XV, XVI and XVII.

Ref : South Western Railway's letter, dated 06.08.2014 (SN/1).

1. Vide letter referred above (SN/1), South Western Railway have requested to Board for intervening in the matter relating to continuance of existing practice of signing on CRS application and Forms XV, XVI and XVII by respective Chief Engineer (Construction) in accordance with Rule 2(f)(i) of The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules, 2005.

2. The concerning extracts of 'The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules, 2005' are as under :

   (i) Rule 2(f)(i) (SN/5) - "In case of a Government Railway, the General Manager of a Zonal Railway, appointed under Section 4 and includes the Chief Administrative Officer, the Chief Project Manager or any other officer, not below the rank of Under Secretary to the Government of India, who is the Head of the Department and to whom the powers of the General Manager have been delegated by general or special order under Section 28" (SN/6).

   (ii) Form no. XV (SN/4) - It is list of questions and answers pertaining to Engineering, Commercial, S&T, Operating, Electrical and Mechanical departments which are of general and routine nature and this Annexure is being traditionally signed by respective Chief Engineer (Construction). As Chief Engineer (Construction) is familiar with the section being offered for inspection, all items in the above Form XV can be answered by him.

   (iii) Form XVI (SN/3) - It is the Certificate to be given by General Manager with specific reference of Form-XVII.

   (iv) Form XVII (SN/2) - Infringement of Maximum and Minimum dimensions with reference to IRSOD.

3. This practice of signing the above mentioned documents, i.e. Form XV, XVI & XVII by respective Chief Engineer/Construction is continuing since long. CRS, Southern Circle vide his letter at SN/1-2 has observed as under w.r.t. Forms XV, XVI and XVII of CRS application :

"Therefore, it is desired that following documents henceforth be signed by the General Manager -

1. *Reference letter, forwarding opening documents.*
2. *Form No. XV, List of Questions and Answers.*
3. *Form No. XVI, Certificate to be given by General Manager.*
4. *Form No. XVII, Infringement of Maximum and Minimum Dimensions."*

2CC

4. In continuation to CAO(C)/SWR's observations (SN/1), it is worthwhile to comment on CRS's observation as under :

(i) Since under Section 28 (SN/6), CE(Con.) in-charge of the project has been delegated power on behalf of the GM to apply to CRS for opening of the section, the forwarding document of the application need not be signed by GM and should be signed by the CE in charge of the project, as is also being practised.

(ii) Form XV - Since these 'questions and answers' pertain to various departments involved in execution of the project, these need to be signed by JAG officers of the concerned departments and finally by CE(Con.) in-charge of the project.

(iii) Form XVI - This is the certificate to be given by the General Manager and hence, current practice of signature by all the concerned PHODs and the GM of the Railway should continue.

(iv) Form XVII - It is the list of infringements to maximum and minimum dimensions w.r.t. IRSOD. Therefore, it needs to be signed by the Chief Engineer in-charge of the project.

5. Further, there are many Forms specified to be submitted by the Railway to CRS while applying for opening of the section in terms of Rules 4 & 5 of The Railways (Opening For Public Carriage Of Passengers) (Amendment), Rules, 2005 (SN/7). The formats of these forms have no mention about signatory of the document which also creates confusion on the Railway. It is, therefore, proposed that signatories to various forms may be as under :

SL	Form No.	Contents	To be signed by
1.	I	Curve Abstract	CE (Const.)
2.	II	Gradient Abstract	CE (Const.)
3.	III	Bridge Abstract	CE (Const.)
4.	IV	Important Bridges - Particulars of Waterway and Construction	CE (Const.)
5.	V	Ballast and Permanent Way	CE (Const.)
6.	VI	Station and Station Sites	CE (Const.)
7.	VII	Station Accommodation	CE (Const.)
8.	VIII	Station Machinery	CSTE(C) & CE(C)
9.	IX	Level Crossing Abstract	CSTE(C) & CE(C)
10.	X	Brief Particular of Tractions Installations	CEE(C)
11.	XI	Power Supply Installation Abstract	CEE(C)
12.	XII	Traction Maintenance Depot Abstract	CEE(C)

13.	XIII	Restricted Over Head Equipment Clearance Abstract	CEE(C)
14.	XIV	Electrical Crossing Over Railway Track Abstract	CEE(C)
15.	XV	List of Questions and Answers	JAG officers of concerned Deptts. and CE (Const.)
16.	XVI	Certificate to be given by General Manager	CE(C), CSTE(C), CEE(C), CAO(C), CCM, COM, CME, CEE, CSTE, PCE and GM
17.	XVII	List of Infringements of Maximum and Minimum Dimensions	CE (Const.)
18.	XVIII	Deflection Tests of Bridges	CE (Const.)

6. In view of above, it is proposed that Board may kindly consider approval to Para 5 above, so that it may be circulated to the Railways for following uniformly on IR. The related corrections to 'The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules' will also be processed accordingly after Board's approval.

ADE (Civil)
21.08.2014

EDCE (G)

Para-5 above may kindly be considered for approval by Board.

02/9/14

Adv./Safety

AM/CE

MM

ML

MT

ME

FTS-75459 | 2014

No.2013/CEDO/SR/06/P.C.-6/O (FTS - 78220)

Sub : Modifications to Policy Circular No. 6 - "Procedure for Certification of Maximum Permissible Speed for Rolling Stock".

Ref : MM's note, dated 07.08.2014.

1. In terms of note no. 92/CEDO/SR/4/O Pt.-I, dated 25.04.2013, meeting of the EDs of concerned Directorates of Railway Board and RDSO was held on 02.05.2013 in Railway Board's office to discuss all the suggestions, as received from various Zonal Railways, RDSO & Board in connection with improvement to the existing Policy Circular No. 6 on the subject of *"Procedure for Certification of Maximum Permissible Speed for Rolling Stock"*.

2. Based on these deliberations on 02.5.13, the existing Circular was modified, mainly in Para 2.1.2, 2.1.3, 2.2.7, 2.6, 6, 6.1(a), (b), (c), 8, 10, 11, New Para-13, Appendix-1 Para 2 & 3 and Appendix-2 Para 1 & 6.

3. File was accordingly processed by EDCE(G) on 13.05.2013 for examination and consent by all the concerned Directorates in Board (Adv./Safety, AM/CE, AM/ME, AM/Traffic, AM/Electrical & AM/Signal) before getting the revised version of PC-6 approved by Board in consultation with CCRS.

4. As indicated below, even after 15 months, file of PC-6 is mostly with Traffic Dtes. (about 14 months), due to which Board's approval is getting delayed :

   - From 14.5.13 to 23.12.13 (more than 7 months), file was with Adv./Safety & ED/Coaching
   - ME discussed with ED/Coaching on 06.11.13 and asked him to expedite
   - On 23.12.13, file was taken from ED/Coaching and with supplementation, as discussed by ME & ED/Coaching, ME sent the file to MT on 23.12.13 itself
   - From 23.12.13 to 28.5.14 (more than 5 months), file was again with Traffic Dte. (office of ED/Coaching)
   - On 28.05.2014, file was withdrawn by EDCE(G) and put up to AM/ME, AM/Signal and AM/Traffic
   - AM/ME consented & cleared it on 13.6.14 (15 days) and AM/Signal cleared file on 23.6.14 (10 days)
   - Repeating the same old story, file is again pending with AM/Traffic since 23.6.14, i.e. nearing another 2 months without any disposal.

5. The suggestions of MM, as mentioned in the note under reference have already been incorporated in the modified draft of P.C.-6, as also cleared by AM/ME. If the revised Policy Circular 6 is not further delayed by Traffic Dte., it will streamline many requirements of safe train operation on IR to a great extent

Put up for kind information please.

EDCE(G) 14.8.14
14.08.14

- **MM**

14/8/14

Member (Engg.)
FTS No. 7277.0
Date 8.8.14

Sub: **Revision of Policy Circular nos.6 & 7 and Gazette notification on opening of Railways dated 08.10.2001 – CRS sanction.**

Ref: **Note No.95/MC/137/42 Vol. dated 30.07.2014 and note dated 10.4.2014 (copy enclosed).**

It is again stressed that there is immediate need to carry out revision in the policy circulars and gazette notification mentioned above as there are repeatedly unnecessary procedural delays in obtaining CRS sanction for rolling stock. Various new stocks are languishing for want of CRS sanction, leading to loss of revenues.

Detailed chronology for 04 types to rolling stock are attached as illustration for appreciation of problem at hand.

(i) **LS3 Coaches** – Final speed certificate issued by RDSO on 16.01.2013 and CRS sanction not only not received but seemingly nowhere on the horizon as yet.

(ii) **BOXNHL Wagon** – Initial sanction on 02.12.2009, CRS application and JSC by NCR on 17.05.2012 for revalidation. CRS sanction not yet received and nowhere on the horizon yet for revalidation of initial sanction.

(iii) **WDG-4D Locomotives** – Application forwarded to CRS on 05.11.2013 but sanction not yet accorded.

(iv) **WDG-5 Locomotives** – Application forwarded to CRS on 28.03.2014 but sanction not yet accorded.

If this state-of-affairs continues, there will be no option but to withdraw BOXNHL from service with dire consequences and other stock should continue to languish in shed or depot.

It is again requested that the proposed revision of policy circulars etc., be carried out immediately.

MM
07.08.2014.

ME
[MT]
Addl CE
[Adv(BA)]

8/8/2014

8.8.14
EDCE/G.

Urgent !
Please follow up current status.
11/8/14

Government of India
Ministry of Railways
(Railway Board)

No.68/WDO/SD/23. New Delhi-1, dt. 25-3-1968.

The Commissioner of Railway Safety,
B-125, Nirala Nagar,
Lucknow.

Sir,

Sub: Condonement of infringement to Standard Dimensions at Hirodih Station in Grand Chord Section.

With reference to your endorsement No.RS18-T(15)/68, dated 5th March, 1968 forwarding ACRS, Eastern Circle, Calcutta's letter No.3015, dated 24.2.1968, I am directed to communicate Railway Board's sanction to grade infringement as per item 2 Chapter II of B.G. Schedule of Dimensions (1963)existing at the above noted station as mentioned in Form XI, accompanying General Manager, Eastern Railway, Calcutta's letter No.W991/5/14 dated 29.12.1967.

Yours faithfully,

(Tirath Prakash)
for Secretary, Railway Board.

DA/NIL.

No.68/WDO/SD/23. New Delhi, dated 25-3-68.

Copy forwarded for information to:-

1. The Addl. Commissioner of Railway Safety, Eastern Circle, Calcutta, with reference to his letter No.3015, dated 24.2.1968.
2. The General Manager, Eastern Railway, Calcutta with reference to his letter No.W.591/5/14 dated 29th Dec., 1967.

(Tirath Prakash)
for Secretary, Railway Board.

nA/Nil.

243
FTS-4663

No.2013/CEDO/SR/06/P.C.-6/O
(File FTS no. 78220)

Sub : Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"

1. In terms of note no. 92/CEDO/SR/4/O Pt.-I, dated 25.04.2013, meeting of the EDs of concerned Directorates of Railway Board and RDSO was held on 02.05.2013 in Railway Board's office to discuss all the suggestions in connection with improvement to the existing Policy Circular No. 6 on the subject of **"Procedure for Certification of Maximum Permissible Speed for Rolling Stock"**.
2. Based on deliberations in above meeting, the existing Policy Circular No.6 was modified mainly in Para nos. 2.1.2, 2.1.3, 2.2.7, 2.6, 6, 6.1(a), (b), (c), 8, 10, 11, New Para-13, Appendix-1 Para 2 & 3, Appendix-2 Para 1 & 6.
3. Accordingly, the modified version of Policy Circular No. 6 was processed in Railway Board by EDCE(G) on 13.05.2013 for taking consent on the draft from Adv/Safety, AM/CE, AM/ME, AM/Traffic, AM/Electrical & AM/Signal, before it is sent to CCRS for his valuable consultation. Subsequently, the Draft will be put up to Board for approval and circulation to all concerned for adoption.
4. Even after 6 months, the file is between Safety Dte. and Traffic Dte., due to which Board's approval on the document is getting delayed.
5. In response to undersigned note of even no., dated 27.08.13, Adv/Safety informed on 04.09.13 that *"Spoken to DTT/Chg-I. File is with him and waiting a discussion* session with MT"
6. As discussed in meeting on 06.11.13 with ED/Coaching and as desired by ME file was again put to ME & MT on 23.12.2013 and file was further marked to ED/Coaching on 30.12.13; at present file is with JDTT/Chg-II since 03.01.14.
7. Even after seven months, the file is with Traffic Dte., due to which Board's approval on the document is getting delayed.

16.01.14
ADE/Civil

- ED/Coaching

Copy to :

- PSO to CRB, MT, & ME for kind information of CRB, MT & ME please.

:1

FTS-148/2014

012/Infra/6/20

31.12.2013

Decisions taken in DFC Review meeting held in chamber of CRB on 31.12.2013

Item	Action and timeline	Concerned ED
Finalization of alignment in Meerut - Muzaffarnagar – Saharanpur section	Meeting to be held on 9.1.2014 at 10:30 hrs in DFCCIL. GM/NR along with concerned officers to attend	EDPP
Licensing of vacant railway land/ building to DFC on nominal fee	DFCCIL to be offered same facility as given to RVNL. To be processed - 7.1.2014	EDPP
Handing over and taking over of land acquired by DFCCIL	Letter to be issued from Board to Zonal Rlys reiterating instructions to handover land to DFCCIL pending lease agreement.- 7.1.2014	ED/L&A-I
Framing of rules under RAA 2008	Rules to be framed and issued by ED/L&A I in one month time i.e. 31.1.2014	ED/L&A-I
Transfer of defense land at Ambala	DFCCIL has identified suitable land of 3 acre in UMB division that can be transferred to defense. Matter to be pursued with GM/NR and DRM/UMB for finalization.	EDPP
Funding of DFC ROBs	Cabinet Note to be finalized by 10.1.2014	ED/B&S-II
DFC ROB implementation – MOU between MOR, State Govt and DFCCIL	MOU to be prepared by 10.1.2014	ED/B&S-II
Duty card pass facility for DFCCIL staff	To be decided by 10.1.2014	EDE
TPWS on EDFC	TPWS not to be provided on EDFC. DFCCIL to be advised	EDPP
Grant of project allowance	Decision on Cabinet Note to be taken	EDPP
Creation of post of ED/HR	To be processed for approval - 10.1.2014	EDPP
Private siding policy	To be processed – 15.1.2014.	EDPP
Modification in Step loan condition of JICA loan for WDFC	To be processed – 15.1.2014	EDPP
CCI Note for DFC cost estimate	CCI Note to be finalized – 10.1.2014	EDPP
Opening of freight traffic on DFCCIL network – a reference in connection with policy circular 7	Issue of CRS inspection after a year and other issues if any to be processed – position by 10.1.2014	EDCEG

31/12/13
Jeetendra Singh
DP(Spl)

A-1, ED/B&S-II, EDCE/G, EDE, ED/PP

Infra, Adv/L&A, MD/DFCCIL

SO/CRB for kind information of CRB

DP(Spl)

1. MD/DFCCIL was advised to send detailed proposal in this regard which will be examined in Board and decision taken accordingly.
2. EDCE/G has nothing to do presently.
3. May be noted accordingly

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

No.2007/CEDO/SD/IRSOD/O New Delhi, Dated 04.03.2014

The General Managers,
All Indian Railways.

Sub : Height of passenger platforms at suburban stations.

Railways are directed to get the height of passenger platforms w.r.t. rail level measured for those platforms where EMU/MEMU/DMU trains are being handled on their systems.

Full details with Exception Report for those platforms where height is less than the provision of 760mm - 840mm for high level platform as per IRSOD 2004, may be advised to Board latest by 25th March 2014.

(आलोक कुमार) 04/03/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy to The Principal Chief Engineers, all Indian Railways for information and needful action.

25/03/14

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

Please Issue for Cir

No. 2014/W-2/NR/NL/05 Pt.

Sub: Technical approval for ventilation and illumination scheme for Tunnels T-23 & T-25 on Udhampur-Katra Section.

ED/Pro.M vide this note at np-1 has stated that CRS Northern circuit in his report has desired that for tunnel no. 23 & 25 ventilation and illumination systems which has already been approved by NR to be approved by Railway Board also. It has been further noted that NR has advised that technical suitability of ventilation system and other related systems provided in these two tunnels have already been approved by RDSO and CEE/NR.

Works Dte. has accordingly sought comments of Electrical Dte. on the acceptability of the said manual and also issue necessary instructions to CEE/RE/Ambala for arranging standby power supply by tapping OHE supply through auxiliary transformers for feeding illumination systems in the tunnel.

In this regard, attention is invited to provisions of para 1007 B of 'Bridge Manual' which elaborates broad guidelines and design criteria for ventilation of tunnels (SN 5). Tunnels over Zonal Railways are being built since many years and ventilation systems in all such tunnels have been provided and commissioned after obtaining the approval of competent authority at Zonal Railway level. In the past, none of the case for tunnel ventilation has been referred to Railway Board for approval except in the case of Qazigund- Banihal section where the length tunnel was exceptionally long i.e. 11.2 Kms..

Since the length of tunnels of T 23 & T 25 is 3.15 Kms. and 2.49 Kms. respectively, provisions of ventilation system as contained in the Bridge Manual should be followed and approval of the competent authority for technical acceptability of ventilation system for these tunnels should be obtained at Zonal Railway level as per the past practice. As regard obtaining standby power supply, NR should decide extending OHE supply through AT by following extant guidelines.

13/06/14
DEE/PS

EDEE/M

AM/L

ED/Proj.M

1. It is also noticed from 6.4 Para of 6.3.2 CRS inspect report that stand-by Power supply arrgt are already made.
2. The technical suitability of tunnel ventilat system & other related systems already approved by RDSO & CEE/NR (SN-2)

Sudhir Saxena 13/6/14

M. Rs 14/6/14

Sub : Technical approval for Ventilation and illumination scheme for Tunnels T-23 & T-25 on Udhampur-Katra Section.

Northern Railway's comments were called for w.r.t. the report of CRS inspection of Udhampur-Katra section of USBRL project. The same has been received and placed at S.N.

In his report, CRS has desired that for tunnels no. 23 & 25 ventilation and illumination systems which has already been approved by CSO/NR be approved by Railway Board also.

The Railway have advised that technical suitability of ventilation system and other related systems provided in these two tunnels have already been approved by RDSO and CEE/NR.

Electrical Dte may kindly see and comment on the acceptability of the said manual. Attention is also invited towards para No. 6.6.11 of N Rly's letter dated 07.06.2014 (S.N.2). Necessary instructions may please be issued to CEE/RE/Ambala for arranging standby Power Supply by tapping OHE supply through auxiliary transformers for feeding illumination systems in the tunnels.

ED/Pro.M
11.06.2014

ED/~~EE(M)~~
DEE/PS
AML
ML

11/6/14

Ref:- foregoing notes leading to the issue of S.N.B.

Works dte's action is complete on the file. Since the subject matter pertain to CE dte, EDCE(G) may kindly see and arrange taking over of papers for further n/a.

23/6/14
S.O./W-2

~~DW-2~~

23/6

~~EDCE(G)~~

ADE/Gnl

24/6/14

file received.

24/6/14

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

92/CEDO/SM/1. रेल भवन, नई दिल्ली-110001, तिथि 11-02-1992 19
Rail Bhavan, New Delhi-110001, dated

The General Managers(Engg.),
All Indian Railways.

Sub: System Maps.

Ref: i) This office letter No.82/WDO/SM/1 dated 12.4.82.

ii)This office letter No.83/WDO/SM/1 dated 13.5.83.

iii) This office letter No.83/WDO/SM/1 dated 14.6.83.

iv) This office letter No.85/WDO/SM/1 dated 7.5.85.

****

In supersession of all earlier instructions in connection with preparation of System Maps of your railway system (BG,MG and NG) circulated under this office letters quoted above, the Board have decided that the System Maps on all Zonal railways should be prepared to the same standard, as per guide lines given below:-

1. The size of the map should be 75 cms x 60 cms.
2. The system maps should be prepared to the scale 1 cm= 15.00 Kms.
3. Legend to be used on the system maps should be as per specimen enclosed.
4. State boundaries should be shown on the map as indicated in the specimen Legend and shaded in different colours prominently. The map should also show the divisional jurisdiction by way of colouring the railway lines in different colours.
5. The statistical information pertaining to 'Route Kilometres' and 'Running Track Kilometres' should be tabulated as per format enclosed on the right hand side of the map in a table of about 15 cms x 60 cms.
6. It may be ensured that the information in respect of 'Route Kilometres' and 'Running Track Kilometres' to be shown on the system map tallies with the Kilometrage Statement No.8 being furnished by your railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Books of Statistical Statements and Proforma 'D' in Final Works Programme Vol.III - Track Renewal.

Contd..2/-

7. Works-in-progress pertaining to New lines, Doublings and Conversions should also be shown on the system map as per the legend.

8. System Maps should be updated every year as on 31st March and 20 copies submitted by 31st July every year for use in the Board's Office. Fifteen copies of the Public Time Table maps of your railway (Ten plain and five showing divisional jurisdiction and State boundaries in different colours) correct as on 31st March may also be sent alongwith the system maps.

9. The railways should submit only the printed maps.

10. System Maps submitted to Board should be signed by one S.A. Grade Officer of the Works Branch only and need not bear any other signatures.

The receipt of this letter may please be acknowledged.

DA: As above.

(S.M. SINGLA)
Executive Director Civil Engineering (C),
Railway Board.

FTS-45250

2014/W-I/Genl./NDLS-AGC speed raising

Sub: Implementation of decision taken in review meeting by CRB reg. speed raising of existing tracks to 160/200 kmph of NDL-AGC section.

A review meeting in connection with speed raising of existing track to 160/200 kmph. In NDLS-AGC section was chaired by CRB. In this meeting, it was brought out that new fencing is required to be provided in 16.6 km. length in North Central Railway portion and 10.6 km. length in Northern Railway portion. Both the zonal railway will submit proposals through IRPSM and are required to be processed for approval expeditiously.

20.5.14
(V.P.Dudeja)
ED(Works)

EDCE(G)

DDCE-I

ED(L&A-III)

[CE(G) 4/CM] IRPSM matter does not pertained to CE(G) Branch.

23.05.14
ADEE(G)-II

DDCE-I

218

8402

1/1

No. 2014/TT-III/S/32/9

Ministry of Environment and Forests vide their letter dated 25 March, 2014 (copy enclosed) has forwarded the recommendations of ISM Dhanbad regarding Regional Environmental Impact Assessment study of Mining in Goa region. Following recommendation have been made for Ministry of Railway:-

1. Enhancing Railway Lines Capacity and use of High axle load type of wagons which can load up to 90 MT and can run faster needs to be introduced more in Iron ore Circuit (BOXHN wagons).

2. Alternatives are suggested for augmenting the cap such as the dedicated corridors, Railway routes and other major Infrastructural developments (Ports Capacity Enhancement) etc.

A brief on the above has to be sent to Ministry of Environment and Forests. It is requested that comments on the above as well feasibility on implementing the proposed strategy may be provided to the undersigned urgently.

EDTT/S
16.05.2014

ED(Plg.) 16/5/14

ED(Inf.)

26/5

ROD @ 2.25 pm 26/5/14

EDCE(G) 24/5/14

O/C

Ref : EDTT/S's note dated 2014/TT-III/S/32/9 (SN/1)

As per present practice Civil Engineering (G) Dte. have been processed cases reg. Condonation/ Running of rolling stocks for Board's approval which are received through RDSO/CRS/CCRS as the case may be.

No such type of case received from CCRS office till date.

Submitted please.

18.06.14
ADE/Civil

- Dir/CE(G)
- EDCE(G)

This is not a case in which any condonation/ proposal for introduction of new Rolling Stock/ capacity enhancement is required from this directorate and thus not concerned to our directorate. May please send to EDTT/S.
18/6/14

- EDTT/S

18.6.14

Reply has already been sent in this regard.
No further action required.

18/6

EDCE/G

DCE(G)

Pl. file
18/6

ADE

No. Z-11013/3/2014-IA.II (M)
Government of India
Ministry of Environment and Forests
(IA Division)

Paryavaran Bhawan,
C.G.O. Complex, Lodi Road,
New Delhi-110 003

Dated: 25 March, 2014

Chairman, Railway Board
FTS No. 31358
Date 27/4

Secretary
Ministry of Railways
Government of India
Rail Bhawan, Raisina Marg,
New Delhi.

Sub.: Regional Environmental Impact Assessment Study of Mining in Goa Region- reg.

Sir,

As you are aware, the Ministry of Environment & Forests (MoEF) had commissioned ISM Dhanbad to conduct Regional Environmental Impact Assessment (REIA) and Regional Environmental Management Plan (REMP) to formulate a comprehensive and effective environmental management plan for the mining belt of Goa region.

2. The report of ISM Dhanbad has now been received and the recommendations are being examined by this Ministry in the context of sustainability of resources and production cap on iron ore mining in the State of Goa. The report recommends an overall cap of 24.995 MT with cluster wise capping on transport, based on existing transport facilities. While recommending the cap the report recognizes the iron ore reserves of 1149.84 MT in Goa State much of which falls within 1 km of the Protected Areas and below ground water table. Further, Table 24 of the Executive Summary also recommends measures for augmenting the production cap through four alternate infrastructure scenarios which inter-alia includes the following recommendation specific to your Ministry:

(i) Enhancing Railway Lines Capacity and use High axel load type of wagons which can load up to 90 MT and can run faster, needs to be introduced more in Iron Ore Circuit (BOXHN wagons).

3. In this regard, the Ministry of Railways is requested to forward their comments on the above as well as feasibility of implementing the proposed strategy for sustainable mining in the State of Goa. Copy of the Executive Summary is enclosed for your reference.

4. You may be also aware that the Hon'ble Supreme Court vide order dated 11.11.2013 has constituted an Expert Committee to conduct a macro EIA study on what should be the ceiling of annual excavation of iron ores from the State of Goa. In the same order, the MoEF has been directed to submit the findings of the Regional EIA study done by ISM Dhanbad. In view of urgency in the matter, you are requested to submit views of your Ministry at the earliest.

This issues with the approval of the Competent Authority.

(Dr. R Warrier)
Director

216
1/3

Regional Environmental Impact Assessment Study of Mining in Goa Region

Volume - I

Executive Summary

Ministry of Environment & Forests
Government of India
New Delhi

CENTRE OF MINING ENVIRONMENT
DEPT. OF ENVIRONMENTAL SCIENCE & ENGINEERING
INDIAN SCHOOL OF MINES
DHANBAD – 826 004

PREFACE

Regional Environmental Impact Assessment (REIA) and Regional Environmental Management Plan (REMP) is a collaborative and collective study which utilizes the supportive and the assimilative capacity of the region in order to formulate a comprehensive and effective environmental management plan for the mining belt of Goa Region.

The EIA and EMP studies carried out earlier were limited to the respective / individual mines rather than the entire region. In order to achieve a comprehensive environmental quality, there is need to study and prepare REIA and formulation of REMP.

The "Regional Environmental Impact Assessment Study of Mining in Goa Region" involves defining of assimilative capacity of regional environmental systems, determination of residual assimilative capacity, generation of alternate developmental scenarios and their impact consequence analysis, evaluation of scenarios through sustainability criteria, viz. Intergenerational equity & quality of life levels, environmental degradation-compliance status, and ecological loading and delineation of preferred developmental scenario.

Ministry of Environment & Forests has entrusted to carry out Regional Environmental Impact Assessment & Management Plan Study of Mining in Goa Region to Indian School of Mines, Dhanbad (vide Reference No. J-20012/2/2009-IA.II(M) dated 21-03-2011). Present study has been carried out during May, 2011 to October, 2013.

Scope of Work

The broad scope of studies for all critical environmental resources is:

- Identification of regions (air-shed, water-shed, land area-administrative boundaries etc.) based on likely significant impact(s) on the pristine environmental settings of respective components besides homogeneity / topography of the study zone.
- Assessment of current status of temporal and spatial pollution profiles of different environmental components.
- Delineation of sources of pollution and quantification of pollution loads for current as well as future growth scenarios (short and long term implications).
- Characterization of receiving environment for selection of Hotspots and calibration of respective predictive modeling.

- Development of cause-impact framework for predicting residual assimilative capacity for the future growth scenarios with and without mitigation options.
- Assessment of congestion levels based on environmental standards for different receptors.
- Delineation of Regional Management Plans and Growth options in terms of time and space to keep the impacts within the assimilative capacity thresholds for critical environmental resources.

Objectives of the Study

- Baseline environment quality data collation (to establish the prevailing status of environmental resources) and concomitant modelling for impact assessment (individually and collectively of the current as well their future sectoral growths). This would be helpful in establishing on one hand, the cause-impact framework and on the other hand, to assess the likely expediencies of thresholds of assimilative capacities of the different environmental components, such as: air, noise, water, land, biological and socio-economic components of environment.
- Identification of environmentally sensitive Hot Spots for different development sectors as well as environmental components to delineate the regional environmental management plans with respect to time and space.
- Address the critical environmental sensitivities of the mining activities of Goa based on:
  - Hydrological studies for impacts on ground water resources.
  - Smothering effect due to settling of sediment.
  - Impact of mining /mineral transport on rivers water quality.
  - Impact of mining and mineral transport on eco-sensitivity of Western Ghats ecology and reserve forests.

Collation & Compilation of Secondary Data of the Study Area

The secondary information has been collated and compiled from all secondary sources including Govt. Departments, Regulatory Authorities, R&D Organizations, NGOs, Academic Institutions, prominent individuals and other stake holders for the following.

Study Area Basic Information:

- Location and connectivity
- Geological & Hydrological Structures
- Reserves of iron ore and other minerals
- Water Resources- Surface & Ground Water Potential
- List of villages, towns and other settlements- with administrative boundaries
- Population Growth Projections in space & time
- Inventory of different anthropogenic activities and spatial patterns in the study area
- Environmental Setting (Typical features of the study area including physical, ecological, social and general environment, etc.)

Regional Environmental Impact Assessment through Resource Accounting

Before developing future scenario it is pertinent to assess certain critical environmental resources which are vital for all developmental activities and act as limiting factor. So, broad assessment of certain critical resources for supportive assessment is critical for any regional planning. The tasks planned under this activity involve the assessment of :

- Present land use vis-á-vis land suitability.
- Competing demands for agriculture, forestry and settlements and delineation of preferred land use options based on land suitability analysis
- Available surface and groundwater resources in terms of quantity and quality and resource potential enhancement options vis-á-vis increasing needs.
- Distributive and amenity resources.
- Human resources potential to support developmental options with respect to educational and training needs.

Identification of Hotspots & Assessment of Affectivity of Existing Environmental Management Practices

Based on spatial profiling of environmental pollution intensity vis-a-vis activity concentration, the Hot spots for different environmental resources have been marked. The focus of study was the mining and associated activities.

Regional Environmental Management Plan for the Existing and Proposed Iron Ore Mines and other Development

The Environmental Management Plan for the current as well as proposed development/activity recourse to sustainable development planning of the natural resources in the study area has been framed including the following management plans:

- Measures for Land Management
- Air Pollution Control Measures
- Noise Pollution Management
- Measures for Water and Wastewater Management
- Regional Solid Waste Management

Environmental Action Plan for Regional Development

Potential Pollution Prevention Measures, Control Technologies and Strategies for reducing environmental pollution in the study area have been made.

The action plan for the provision of the overall socio-economic improvement of the study area considering emotional, mental and physical needs of the people. This includes housing, transport, communication, recreation, and other societal developmental measures.

The efficacy of the existing transport and communication network has been assessed and suggestions have been made for the modifications and augmentation for present and future needs.

Framework for Decision-support mechanism for all future ECs and regulation of future mining activities has also been proposed.

ABSTRACT

FINDINGS AND RECOMMENDATIONS

The "Regional Environmental Impact Assessment of Mining in Goa Region" is a collaborative and collective study aimed at providing management plan suitable for all the existing mines in Goa. The study envisaged on all the environmental regimes viz. Air, Noise, Water, Land, Soil , Biological and Socio-economic. The major findings of the study and the supportive recommendations are mentioned below: –

- The air quality status of the study area is a major cause of concern when the perspeetive of particulate pollution is taken into account. The particulate pollution levels are found to be way above the permissible standards at transportation routes and to some extent within the mines. As a consequence of same roadway network shared for mine transport and public, various receptors primarily located in areas of high traffic congestion viz. Amona, Pissurlem, Navelim, Bicholim, Sonshi, Sanvordem, Ugeum, Carmonem and Cudnem, are rated under "unhealthy" risk group as per USEPA Air Quality criteria. Accordingly, fifteen (15) hotspots have been identified in the study area, most of which are concentrated at the traffic junctions of ore transportation route. A baseline scenario was established as a result of suspension of mining operations which revealed a dramatic reduction in the concentration levels of criteria pollutants, particulates being the one with high variance. Nuisance of dust impact is generally limited to a smaller foot print and mainly affects the core activity area due to high terrain, higher specific gravity of particulates coupled with the meteorological conditions such as relative humidity and cloud cover. However, particulates levels generally do not extend beyond hundred meters.
- It was clearly reflected from the study that those stations which were close to the mining areas showed a drastic decrease in the noise levels during the baseline studies. Fractional Impact Method was used as a statistical tool based on the Schultz theory, clearly illustrates that the NII (Noise Impact Index) seems to be slightly higher for the exposed population.
- Sampling, analysis and assessment of impacts by comparison of water quality parameters during baseline and ongoing mining activities reflect that the major impact of mining activities due to increased sedimentation which results in corresponding enhancement of turbidity of the receiving water bodies. The affected areas are either the Jetties or sampling locations in close vicinity of the dump sites which are sites of high vulnerability for deterioration of water quality. Amona Jetty (SW4), Sanvordem Jetty

(SW23), Arvalem Waterfall (SW9), Salaulim Dam (SW18) and Opa at Khandepar River (SW33) have been established as water Hotspots as per the sensitivity criteria with respect to the water quality deterioration, scenic, aesthetic and recreational aspects and water supply.

- As far as ground water is concerned, the quantitative impacts are more prominent. The central part of the study area in the vicinity of the mining areas such as Shrigao, Dhandkal (Honda), Pissurlem and Dignem, showed maximum water table fluctuations and were dried up during summer season due to excessive pumping in the mine pits. However, the well hydrographs show either increasing or no trend indicative of good recharge on account high hydraulic conductivity, high permeability of aquifers which are mostly lateritic, metasediments and metabasalts and hefty rainfall.
- The Remote Sensing Techniques employed on satellite imageries obtained from NRSC reflected an increase in non-forest area and wasteland and obliteration of forests areas from the year March 2000 to December 2012. In this time span, the mining area has been increased at the rate of 0.4%. On the contrary, there has been decrease of mining area during 2012-2013 at the rate of 0.19%, attributed to halt in activities due to suspension of mining. Wasteland also sprawled from 206 to 223 km^2. There is a substantial load on the land resources with decrement in its re-use potential and requires appropriate R&R plans to curl the effect.
- Mine reject dumps proved detrimental to agriculture, lakes and riverbeds in the low lying areas. The fine silt particles from the exposed overburden dumps and mines carried along with runoff, spread in the surrounding agricultural fields; affecting the low lying paddy fields besides silting the lakes and riverbeds.
- The soils in the study area are observed to be of medium to high fertility rating for organic carbon and low for available nitrogen, available potassium and available phosphorus. The soils are found good as far as the availability of micronutrients are concerned except zinc in the paddy fields and reference point.
- Cataloguing of the flora and fauna has been done for both terrestrial and aquatic ecosystems. Further field survey for terrestrial plant diversity was carried out on 18 selected stations, Shannon and Simpson's index were evaluated to be 4.54 and 0.0176 for Buffer zone and 4.00 and 0.0106 for core zone, respectively. Clearly, the diversity is high for the buffer zone compared to the core zone. Sampling locations in the core zone and buffer zone indicated rich biodiversity. However, modified ecosystem was prevalent in core zone rather than the indigenous present in the buffer. This variance indicates a substantial impact on biodiversity due to restoration capability under risk.

- The Quality of Life (QoL) in mining talukas is generally observed above average to good. However, consideration on certain issues like agricultural sector, women empowerment, sanitation and environment safeguarding, etc. requires priority. The survey also imbibes perception of people with higher percentage favouring the resumption of mining activities.

RECOMMENDATIONS

- Taking into account the high air pollution risks that ore transport routes posses, construction of Dedicated Corridors for Transport of Ore is strongly recommended.
- Enhancing the capacity of tippers (16 tonnes) with hydraulic covers to reduce the trips, spillage and traffic congestion and above all environmental load (dust pollution).
- Enhancing Railway Lines Capacity and use of High axel load type of wagons which can load up to 90 MT and can run faster, needs to be introduced more in Iron Ore Circuit. (BOXHN wagons).
- Adoption of advancement (Buckets with Increased Teeth, Ripper and Dozer, Surface Miner) in mining techniques. Innovative measures like In-Pit crushing and conveying to be adopted with proper pilot studies to foster the sustainable growth. HEMM's to be aided with GPS to increase the efficiency of spotting and plying. Develop and implement uniform ore accounting software with interface to Railways, Ports and Customs.
- Pipe Conveyors can be set up to follow the natural terrain and provide an alternative to truck haulage avoiding congestion of traffic and spillage. This system is environmentally friendly and can jack even more than 50 MTPA. All the mining companies can collaborate for its funding, allocation of loading capacity, maintenance and operation aspects.
- To avoid the congestion of traffic due to movement of ore from South Goa to North Goa, construction of new Jetties with enhanced capacity of Jetties in South Goa need to be commissioned.
- Dumps are also a major source of pollution giving rise to sedimentation in the nearby receiving water bodies and agricultural fields. Thus, proper reclamation and rehabilitation of these dumps is very expedient. Top soil to be stacked

properly. Dump Height to be within limits and equipped with all suitable measures to ensure its stability (Garland Drains, retaining walls, contour budding, check dams, toe barriers, check dams etc.)

- Use of Geotextiles and Geo-membranes in reclaiming the dumps is a credible effort and should form a condition of all the ECs of mining projects with a provision of dumps.
- The old, stabilized and re-vegetated dumps should not be handled. Active dumps can be handled judiciously and handling to be carried out only after proper Environmental Clearance with an aim of converting the land to pre- determined land use.
- Handling of mining dumps lying outside the mine lease areas require ECs
- Internal dumps to be managed effectively and stacking to be done grade wise to allow easy access as these becomes marketable in future.
- Augmentation of Pit water, Rainwater Harvesting and Artificial Recharge to reconcile the Ground Water especially for supply in the region where there is ground water scarcity. Permission is required from the appropriate authority (Central Ground Water Board, Central Ground Water Authority) for working in pits which intercept water table.
- Mining leases at various clusters should be consolidated as a number of mining companies operate at same place at various such clusters. These consolidated mining leases should be professionally managed on cooperative basis which will give rise to proper planning of optimized production, better safety, environmental management and reclamation for sustainable mining. Mining Enterprises to adopt Cluster approach for generating Resources to develop the infrastructure in a collaborative way.
- Zero Waste Mining need to be practiced with emphasis on detailed scientific exploration and exploitation employing state of art type techniques.
- Abandoned mines to be disposed of with proper restoration for relinquishment of threats and risks it behold.
- 1 km buffer zone from Protected Area to be adopted to act as cushion to impacts on the fragile ecosystem and as a transition zone. Further to protect the pristine water resources the study recommends 100m buffer around the river bodies. The importance of Cultural environment is incorporated by impinging it in protected zones by recommending a buffer of 300m of which the first 100m is the zone of

prohibition and a regulated zone of 200m outside the prior zone around the protected monuments.

- The Mines lying within the buffer zone needs to be phased out within a time bound period of 5-10 years which incorporates testimony of time periods imposed by State Government. They should be allowed to carry out mining as per Environment Clearances granted. All these mines are required to have the elosure plans approved from IBM and provide action plans for its implementation besides R&R.
- A framework for Environment Decision Support System (EDSS) for reviewing and allocating all future Environment Clearances (ECs) and thereby regulation of future mining activities is designed. The EDSS takes into account the major issues of Eco Sensitive Zones, Sustainability, environmental aspects etc.
- A Regional Environment Monitoring Plan has also been developed for overall environment compliance. Installation of Real-Time Online Monitors for regular/ continuous monitoring at various locations which can generate a cumulative picture of the regibn in terms of pollution loads.
- The production levels are out looked in terms of the logistics carrying capacity and its respective environmental load. The production capacity is evaluated with the existing IRC (Indian Road congress) guidelines for the ore transport routes incorporating the applicable restrictions such as ,traffic density, number of days (non-operation during the monsoon season), time constraints. The traffic volume thus predicted for ore transport is modeled for the pollution loads. A cap is accordingly proposed taking into consideration of the carrying capacity of the transport system. Alternatives are suggested for augmenting the cap such as they (dedicated corridors, Railway routes and other major infrastructural developments (Ports Capacity Enhancement) etc.

Indian Railways Policy Circular No. 7
Opening Of Sections And Sanction Of Sectional Speed On Indian Railways

INDEX

Para No.	Description	Page
1.	Introduction	3
	Procedure For Certification Of Maximum Sectional Speed For Track On Indian Railways :	3
2.	Authority For Certifying Sectional Speed For Track	3
3.	Determination And Sanctioning Speed Of New Railway Sections	4
4.	Application For Sanction By Zonal Railways	4
5.	Recommendation By The Commissioner Of Railway Safety	5
6.	Sanction Of Ministry Of Railways For Newly Opened Sections	5
7.	Sanctioning Speed For Trials on Railways	6
8.	Reducing The Speed Of Existing Sections And Restoring The Same	6
9.	Increasing The Speed Of Existing Sections By Making Improvements	6
10.	Sanction For Increase In Sectional Speed Of Railways	7
10.1	For Speed Upto 110 Kmph On BG	7
10.2	For Speed Above 110 Kmph And Upto 120 Kmph On BG	7
10.3	For Speed Above 120 Kmph On BG And Above 75 Kmph On MG	7
11.	Role Of Commissioner Of Railway Safety In Opening Of Railway Line For Goods Traffic	8
12.	Imposition Of Temporary And Permanent Speed Restrictions By The Zonal Railway Administration	8
13.	Special Trials And Conditions Of Operation	8
14.	Maximum Speed For Trials	9
15.	Application To The Commissioner Of Railway Safety	9
16.	Custodian Of Records And Certificates On Zonal Railways	9
	Important References :	10
17.	**Indian Railways Permanent Way Manual - Chapter XIII** (Procedure For Obtaining Sanction And Carrying Out Works Affecting Safety Of The Running Line And For Opening New Works)	10
17.1	Para-1301. References to Rules	10
17.2	Para-1302. Works Requiring Sanction Of Commissioner Of Railway Safety And Notice Therefor	10
17.3	Para-1303. Application For Sanction Of Works	11
17.4	Para-1304. Documents To Accompany Applications	11
17.5	Para-1305. Submission Of Safety Certificate	11
17.6	Para-1306. Deviations From Plans Approved By Commissioner Of Railway Safety	12
17.7	Para-1308. Notification To Railway Officials When Opening Works	12
17.8	Para-1310. Opening Of New Lines	12
18.	**The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules, 2005**	12
18.1	**Chapter-II : Preparation For Opening Of Railways**	12
18.1.1	Para-4. Supply Of Documents To Commissioner	12

Para No.	Description	Page
18.1.2	Para-5. Contents Of Documents To Be Supplied	13
18.2	**Chapter-VI : Sanction To Open Railway For Public Carriage Of Passengers**	14
18.2.1	Para-21. Sanctioning Of Opening Of Railway	14
18.2.2	Para-22. Temporary Opening Of Railways By Commissioner	14
18.2.3	Para-23. Sanction To Use Locomotive Engines And Rolling Stock On New Lines	15
18.3	**Chapter - III : Duties Of The General Manager**	15
18.3.1	Para-5. Deviation From Or Infringement Of Standard Codes And Manuals Of Practice To Be Notified	15
18.3.2	Para-7. General Manager To Make Special Arrangements	15
18.3.3	Para-8. Supply Of Information To Commissioner	15
18.3.4	Para-9. Dismantling Of Any Work On Request By Commissioner	15
18.3.5	Para-10. General Manager To Accompany Commissioner At Inspection	15
18.4	**Chapter - IV : Duties Of The Commissioner**	16
18.4.1	Para-11. Commissioner To Make Full And Complete Examination	16
18.4.2	Para-12. Provisions For Handling Traffic At Stations	16
18.4.3	Para-13. Accommodation Works	16
18.4.4	Para-14. Inspection Of Light Railways	16
18.4.5	Para-15. List Of Questions And Answers	16
18.4.6	Para-16. Inspection Of Railway Bridges	17
18.4.7	Para-17. Procedure For Inspection Of Bridges	17
19.	**Route Classification** (As Per ACS 109 Of IRPWM)	19
19.1	Para 202. Classification of Lines : Broad Gauge	19
20.	**Indian Railways Code For The Engineering Department** (Para - 444 to 451 and Para - 1603)	19
20.1	443 to 451. Plans, Sections And Designs For Works	19
20.2	Para-1603. Responsibility Of The Construction Engineer	19
21.	**Indian Railways General Rules** (Chapter 5 - Control And Working Of Stations)	20
21.1	Para-5.06 Station Working Rules	20
22.	**The Railways Act, 1989** (24 of 1989) : Chapter-V : **Opening Of Railways**	20
22.1	Rule-4(2). General Superintendence and Control of a Railway	20
22.2	Rule-21. Sanction Of The Central Government To The Opening Of Railway	20
22.3	Rule-22. Formalities To Be Complied With Before Giving Sanction To The Opening Of A Railway	20
22.4	Rule-23. Sections 21 And 22 To Apply To The Opening Of Certain Works	20
22.5	Rule-25. Power To Close Railway Opened For The Public Carriage Of Passengers	21
22.6	Rule-26. Re-Opening Of Closed Railway	21
22.7	Rule-28. Delegation Of Powers	21
22.8	Rule-29. Power To Make Rules In Respect Of Matters In This Chapter	21
22.9	Rule-198. General Power To Make Rules	21
22.10	Rule-199. Rules To Be Laid Before Parliament	22
23.	**RDSO's C & M 1, Volume-1 Report** (Increase Of Speed On Delhi - Howrah Route : Feasibility Study) : Details Alongwith Para-12 : Recommendations	22
24.	**Proforma** For Application To CRS; Sanction Of CRS; Track Certificate; Bridge Certificate, Safety Certificate And Check List (Annexures - 1 To 6)	23

Indian Railways Policy Circular No. 7

Opening Of Sections And Sanction Of Sectional Speed On Indian Railways

1. Introduction

1.1 On Indian Railways, tracks are laid and certified for various speed potentials by various competent levels, including CRS. Similarly, rolling stocks are designed for various speed potentials and sanction of Railway Board is sought by RDSO and Zonal Railways for design condonation to infringement, if any with respect to IRSOD (Indian Railways Schedule Of Dimensions) and subsequently, for its regular introduction on IR system, approval of Railway Board is sought.

1.2 The above mentioned two issues, i.e. sectional speed for the newly opened section and speed potential of all types of rolling stocks including passenger carrying trains for regular operation are, so far, processed in terms of instructions contained in Para 1302 of IRPWM (Indian Railways Permanent Way Manual) and IR's Policy Circular No. 6, dated 23.12.99, 23.11.06 & 09/12.07.10 respectively.

1.3 References have been received from Railways from time to time and also discussed by GMs/PCEs in various fora that while for increasing train speed & length, there is prescribed procedure as mentioned in Para-6 of Policy Circular No. 6; but for increasing the sectional speed on track, there is no clear procedure specified so far on IR system.

1.4 Moreover, if the train speed is increased to 110 kmph or 120 kmph & beyond and sectional speed of the particular section is not certified to these speed bands, no ultimate benefit is achieved by Indian Railways. Similarly, if section is having certain speed potential and trains are allowed to run at lesser speeds, the potential of track with respect to speed remains unutilised.

1.5 It was, therefore, necessary to legislate procedure for certification & sanction of sectional speed at various competent levels, so that real benefit of investments and increased productivity may be utilised on IR system.

1.6 With this background, it has been considered appropriate to compile all the related instructions and formulate these in the form of the comprehensive document : IR's Policy Circular No. 7 on the subject of "Opening Of Sections And Sanction Of Sectional Speed On Indian Railways".

1.7 Such a document will give clarity and direction for a systematic methodology for certifying simultaneously the sectional speed (Policy Circular No. 7) as well as speed/ length of trains (Policy Circular No. 6) and such a scenario will result into the optimum productivity to the organization.

1.8 The contents in Policy Circular No. 7 are as per existing norms & instructions being already adopted & practised by Indian Railways and in no way dilute role of CCRS/CRS.

1.9 The procedure mentioned herein is being issued with the approval of Railway Board in consultation with CCRS for uniform adoption on Indian Railways system.

2. Authority For Certifying Sectional Speed For Track

2.1 Railway Board is the safety controlling authority for the Indian Railways and it is the final authority for regulating and sanctioning **Sectional Speed** for tracks as enshrined in various sections of The Railway Act, 1989.

2.2 The responsibility for determining and certifying the maximum permissible sectional speed for various sections has, however, been delegated by Railway Board and clarifications on this subject have been issued from time to time. These directives in the form of Policy Circular No. 7 are applicable to all sections on Indian Railways and supersede all previous instructions on the subject.

3. Determination And Sanctioning Speed Of New Railway Sections

Sectional speed of new Railway sections including those constructed by RVNL, SPVs etc. shall be determined and certified by the concerned Chief Engineer (Construction) in-charge of the project after completion of all the track & signalling related works and OMS runs wherever feasible.

However, as a result of technological advancements in all departments of Railway and when PSC sleepers are available on track, new sections should be planned for opening at a speed of 110 kmph and application to the Commissioner of Railway Safety should be processed for the sectional speed of 110 kmph for best utilisation of resources and inputs.

4. Application For Sanction By Zonal Railways

4.1 **Application For Sanction Of Works** - Application to the Commissioner of Railway Safety, for sanction for carrying out works affecting the running lines shall be submitted in the manner specified in Para-1303 of IRPWM.

For the works executed by **Other Agencies** (e.g. RVNL, ~~KRCL~~ SPVs etc.), approval of drawings and quality check of works shall be done by the Zonal Railway. ~~else~~. In such cases application for sanction shall be submitted to CRS by the concerned Zonal Railway. However, the Track Certificate, Bridge Certificate and Safety Certificate in terms of Para 1304 & 1305 of IRPWM shall first be signed by the concerned officers of these agencies and then ~~counter~~ signatures of all the officers of Zonal Railway (as mentioned in the Certificate Formats in the Annexures) alongwith counter-signature of the General Manager on one document of the Application (Form XV of The Railways (Opening for Public Carriage of Passengers, 2005) - List of Questions & Answers) shall be recorded.

4.2 **Documents To Accompany Applications** shall be as specified in Para-1304 of IRPWM -

(1) Documents to accompany the application are detailed in Form (Annexure 13/1 to IRPWM) and they shall be complete in every respect.

(2) The officer shall furnish alongwith his application a **Track Certificate** where applicable, on Form (Annexure 13/2 to IRPWM) signed by Deputy Chief Engineer (Track) and in his absence by Chief Track Engineer to the effect that the track is suitable for the maximum axle loads stated therein. The certificate shall be countersigned by the Chief Track Engineer/Principal Chief Engineer.

(3) For a major bridge, or when non-standard girders or designs are used, a certificate on Form (Annexure 13/3 to IRPWM) issued by Deputy Chief Engineer (Bridges) to the effect that the bridge or bridges are designed to carry the axle loads proposed to be run, shall accompany the application. The **Bridge Certificate** shall be countersigned by the Chief Bridge Engineer/Principal Chief Engineer.

(4) For purpose of Forms (Annexures 13/2 and 13/3 to IRPWM), the Chief Operating Manager shall issues certificate regarding ~~should be consulted in regard to the~~ types

of locomotives and rolling stock to be used, their axle loads and speeds. *The Rules for Traffic Working obtained from the Operating Department and particulars of Standard of Interlocking & Block-Signalling Work, if any from the Signal & Telecommunication Department shall accompany the application.*

4.3 **Submission Of Safety And Other Certificate** shall be as specified in Para-1305 of IRPWM -

(1) The Commissioner of Railway Safety, in according his sanction, may or may not propose to inspect the works.

(2) If the Commissioner of Railway Safety decides to inspect the work prior to opening, he will, after inspection in the company of the officers concerned, communicate in writing his sanction to open the work.

(3) Should the Commissioner of Railway Safety decide not to inspect the work prior to opening, the **Safety Certificate** in Form (Annexure 13/5 to IRPWM), together with the certificates referred to therein shall be completed and submitted before the work is opened by the Engineer(s)-in-charge and a telegram despatched to Commissioner of Railway Safety. Copies of Safety Certificate shall be sent to the Divisional Railway Manager and Chief Engineer and/or Chief Signal & Telecommunication Engineer.

(4) The Safety Certificate for engineering works shall be signed by the Assistant Engineer concerned and countersigned by the Divisional Engineer. If any conditional sanction is given, it shall be specifically certified that the conditions as stipulated are fulfilled. If the signalling/interlocking work is involved, the Safety Certificate shall also be signed by the officers of Signal & Telecommunication Department.

(5) Safety Certificate shall be despatched to the Commissioner of Railway Safety expeditiously.

(6) When phase working is involved, separate Safety Certificate shall be issued whenever each phase of work is completed.

(7) In addition to above documents, it shall be ensured by the General Manager through Chief Engineer (Construction) in-charge of the project and in consultation with respective PHODs of open line that **Sanction Of Staff** as per Railway Board's approved formula & yardstick/norms for all related categories of staff (e.g. currently approved MCNTM formula for Trackman etc.) and as decided by the General Manager in terms of provisions of Rule 4(2) of The Railway Act 1989 is available before applying for the section for regular operation of goods/passenger trains. In case, there is shortfall in sanction of staff w.r.t. approved formula & yardstick/norms, alternate arrangements for maintenance activities through outsourcing etc. will also be decided by the General Manager. **A Certificate to this effect** shall be submitted by the concerned PHOD of open line to CRS/Competent Authority alongwith other prescribed documents mentioned above.

Note : The non-availability of matching surrender value and any other constraint in creation of posts of Railway Servants shall not obviate the need for Railway personnel to comply IR General Rules, 1976.

5. Recommendation By The Commissioner Of Railway Safety

Under Section-6 of The Railways Act, 1989, the Commissioner of Railway Safety shall scrutinize all relevant documents received from the Zonal Railway Administration with particular reference to ensuring safety and, if he so desires, he shall inspect the section/ works.

6. Sanction Of Ministry Of Railways For Newly Opened Sections

In terms of The Railways Act, 1989; no Railway shall be opened for the public carriage of passengers until the Central Government has, by order, sanctioned the opening thereof for that purpose. Accordingly, Railways shall ensure to apply to Railway Board for sanction of the Central Government after complying with the items of Inspection Report of the Commissioner of Railway Safety in respect of all such projects opened after inspection of CRS.

7. Sanctioning Speed For Trials on Railways

The Commissioner may sanction the temporary opening of new railway lines for public carriage of passengers, subject to such conditions as he may consider appropriate impose during the period of inspection in the interest of the passenger safety.

8. Reducing The Speed Of Existing Sections And Restoring The Same In Terms Of The Railways Act, 1989 -

8.1 Rule-25. Power To Close Railway Opened For The Public Carriage Of Passengers -

Where, after the inspection of any Railway, opened and used for the public carriage of passengers or any rolling stock used thereon, the Commissioner is of the opinion that the use of the Railway or of any rolling stock will be attended with danger to the public using it, the Commissioner shall send a report to the Central Government who may thereupon direct that —

(i) the Railway be closed for the public carriage of passengers; or

(ii) the use of the rolling stock be discontinued; or

(iii) the Railway or the rolling stock may be used for the public carriage of passengers subject to such conditions as it may consider necessary for the safety of the public.

8.2 Rule-26. Re-Opening Of Closed Railway -

When the Central Government has, under Section 25, directed the closure of a Railway or the discontinuance of the use of any rolling stock —

(a) the Railway shall not be re-opened for the public carriage of passengers until it has been inspected by the Commissioner and its re-opening is sanctioned in accordance with the provisions of this Chapter; and

(b) the rolling stock shall not be used until it has been inspected by the Commissioner and its re-use is sanctioned in accordance with the provisions of this Chapter.

9. Increasing The Speed Of Existing Sections By Making Improvements

9.1 Speed potential of the existing sections, already opened by CRS, may be increased after input of resources in track structure with respect to higher rail section, improved sleepers with increased sleeper density, increase in clean ballast cushion, strengthening of formation, welding of rails, improved turnouts & SEJs alongwith improvement to track geometry at curves, bridge approaches etc. and Signalling as per Para 7.131 of IRSEM, as specified by the Ministry of Railways from time to time.

After these inputs, running in the section would be checked by engineer-in-charge through OMS, TRC etc. and the justified speed potential for the section of Railway may be applied for to the competent authority as prescribed in Para-10 hereunder.

9.2 However, the items mentioned in the Check-list at Annexure-6 shall be ensured before applying to the competent authority for increasing the speed of the section.

10. Sanction For Increase In Sectional Speed On Already Opened Railways –

Before permitting regular operation of trains at speed ranges mentioned hereunder on already opened sections of BG and MG, the following procedure shall normally be followed, unless otherwise decided with the concurrence of Chief Commissioner of Railway Safety:

10.1 For Speed Upto 110 Kmph On Broad Gauge :

For permitting speed ~~above 105~~ upto 110 kmph on Broad Gauge, the track on the route shall be maintained to standards prescribed in ~~Para 607(1) of~~ Indian Railways Permanent Way Manual (IRPWM). Also, Standard II R signalling shall be provided and maintained.

The suitability of the track ~~for compliance of Para 607 of IRPWM~~ shall also be ascertained by the Zonal Railway by conducting route proving runs using OMS, mounted on rolling stock (locomotive and representative rolling stocks) at proposed sectional speed of operation by recording vertical and lateral accelerations.

However, sanction to the proposal for increasing the sectional speed from the existing sanctioned speed to the proposed 110 kmph speed potential shall be granted by the Principal Chief Engineer by following all the procedures with documents, as are being submitted to CRS for raising the sectional speed.

10.2 For Speed Above 110 Kmph and upto 120 kmph On Broad Gauge And Upto 75 Kmph On Metre Gauge :

For speed beyond 110 kmph and upto 120 kmph on BG and upto 75 kmph on MG, the Zonal Railway shall conduct route proving runs using portable accelerometers, mounted on rolling stock (locomotives and representative rolling stock) at proposed speed of operation for trains by recording vertical and lateral accelerations. If the results obtained satisfy the stipulated criteria as mentioned hereunder (and also given in Appendix-I to the Revised Policy Circular No. 6, dated 23.11.06), Railway shall approach the CRS for sanctioning sectional speed to the railway section under reference.

For running of ICF all coil type rolling stocks at speed above 110 kmph, the track on the route shall be maintained to standards prescribed in Para 607 of Indian Railways Permanent Way Manual (IRPWM). Standard III R signalling shall also be provided and maintained. In such cases, CRS inspection shall not be mandatory, but all related documents shall be submitted by the Railway to the CRS for seeking the sanction.

~~For permitting speed above 140 kmph on Broad Gauge, the track on the route shall be maintained to standards prescribed in Para 607(2) of Indian Railways Permanent Way~~

~~Manual (IRPWM). Moreover, further provisions & safety instructions on the subject issued by Railway Board from time to time, shall also be applicable. Also, Standard III R signalling shall be provided and maintained~~

10.3 For Speed Above 120 Kmph & Upto 160 kmph On Broad Gauge And Above 75 Kmph On Metre Gauge :

For speed above 120 kmph and upto 160 kmph on BG and above 75 kmph on MG, Confirmatory Oscillograph Car Runs (COCR) shall be conducted with instrumented locomotive & representative rolling stocks on the entire route at the proposed maximum speed. For these trials, necessary sanction shall be obtained from CRS. Railway shall approach CRS for sanction of proposed sectional speed in accordance with procedure mentioned in Para - 10 of Policy Circular No. 6. Also, Standard III R signalling shall be provided and maintained.

The speed potential for the Railway Section shall be certified with reference to the representative rolling stock. However, for a particular type of rolling stock and the train formation, specific sanction shall have to be taken separately by the Railways for such rolling stock in terms of Revised Policy Circular No. 6, dated 23.11.06. Normally, speeds above 120 kmph shall not be permitted on new sections for ICF all coil type coaches.

Further, following conditions / observations in terms of Railway Board's letter no. 2005/CEDO/SR/7, dated 12/13-01-2006 should also be followed :

(i) Fencing of the track at vulnerable locations, prone for cattle crossing / trespassing cases shall be ensured.

(ii) USFD machines with data longger and SPURT Cars would be used and printout of machines shall be utilized for interpretation of USFD results to avoid error in manual reading.

(iii) Recording with OMS shall be carried out with 150 kmph high speed train only at a laid down frequency.

(iv) Oscillograph Car shall run on entire section once in every 4 months at maximum permissible speed to study the oscillation behavior of coaches under particular track conditions.

(v) Railway may provide suitable instrumentation to observe various parameters for one or two selected bridges. Such study should be undertaken in consultation with RDSO.

(vi) Continuous Track Circuiting work shall be completed in the Section.

(vii) Thick Web Switches and Clamp Lock Point Machines shall be installed.

(viii) Mobile Train Radio Communication work shall be commissioned in the section.

10.4 For Speed Above 160 Kmph On Broad Gauge :

For speed above 160 kmph on BG _____.

11. Role Of Commissioner Of Railway Safety In Opening Of Railway Line For Goods Traffic -

11.1 Existing Provisions & Instructions :

(i) The "Railways (Opening For Public Carriage Of Passengers) (Amendment), Rules, 2005" give the detailed procedure, including the documents to be submitted by the Railway Administration, for the mandatory inspection by the Commissioner of Railway Safety under Sections 6(a) and 22 of The Railways Act, 1989.

(ii) As per Railway Board's ~~vide their~~ letter no. 62/WDO/ORI/34, dated 11.10.1962, ~~had already clarified that~~ for opening a new double line, constructed parallel to the existing line, even if such line is to be opened for goods traffic, sanction of CRS is required and all necessary documents have to be submitted to him by Railway, though his inspection prior to opening for goods traffic is not obligatory.

(iii) According to Para 1603 of the Indian Railways Code For The Engineering Department, 2012, the responsibility for opening a line to goods traffic and for seeing that everything is ready for such opening, rests entirely with the Chief Engineer (Const.) / Chief Administrative Officer (Const.). He has to notify the Commissioner of Railway Safety concerned of the date fixed for opening the railway line for goods traffic.

~~(iv) Though Railway Board's letter, dated 11.10.1962 and provisions in the Engineering Code, 1999 do not envisage the Statutory Inspection by the CRS before opening of a railway line only for goods traffic, such opening does require sanction of the CRS.~~

~~(v) As per Section 27 of The Railways Act, 1989, for introduction of a new rolling stock on any section of the Railway, the previous sanction of the Central Government shall be obtained for which the Central Government shall obtain a report from the Commissioner of Railway Safety.~~

~~(iv) Also, in accordance with~~ As per Para 8 of the Policy Circular No. 6, issued by Railway Board vide their letter no. 92/CEDO/SR.40/Pt., dated 23.12.1999; in case a rolling stock is already running on any section(s) of a railway, the sanction for running this rolling stock on other sections shall be accorded by the CRS on submission of Joint Safety Certificate, Track Certificate and Bridge Certificates by the Railway Administration. ~~As such, on a new line, introduction of any rolling stock would require CRS sanction irrespective of whether it is passenger rolling stock or goods rolling stock.~~

11.2 Policy On The Subject :

(i) Therefore, ~~even~~ for opening a railway section only for goods traffic, i.e. for starting regular commercial goods services on such a railway section, based on the submission of documents as required for opening of a Railway line for public carriage of passengers and the Joint Safety Certificate signed by the concerned Principal Head of the Departments, CRS's sanction is required, though his inspection is not obligatory.

(ii) However, regular commercial goods services on only newly constructed single line section can be permitted for a period of one year by the Chief Engineer (Construction) in-charge of the project; but such train operation beyond one year period shall require sanction of the concerned Commissioner of Railway Safety. This provision will, however, not be applicable to the sections, already opened for goods traffic before issue of this Policy Circular.

11.3 However, sanction by CRS shall not be delayed in view of the spirit of Para 1601E, according to which "A line under construction should not be left un-remunerative longer than it is absolutely necessary."

12. Imposition Of Temporary And Permanent Speed Restrictions By The Zonal Railway Administration

The above instructions do not apply to temporary and permanent speed restrictions which the Zonal Railway Administration may consider necessary to impose on either rolling stock or on certain stretches of railway track or on bridges on account of sub-standard conditions or for any other reason.

13. Special Trials And Conditions Of Operation

Sometimes trains have to be run under special conditions which are not encountered in normal operation. Many a times trials may be required to establish the feasibility of such operation. Such operation and trials would be governed by the stipulations given in Appendix-2 to the Indian Railways Revised Policy Circular No. 6, dated 23.11.06.

14. Maximum Speed For Trials

The maximum speed for different types of trials shall be as under :

(i) Detailed Oscillation Trials : 10% excess to the final maximum permissible speed, except on curves where it shall be governed by the provisions of Indian Railways Permanent Way Manual.

(ii) Route Proving Runs : Same as the maximum permissible speed for the train.

(iii) For permitting rolling stock at higher speeds, emergency braking distance trials are important, so as to define the inter signal spacing and provision of additional Distant Signal. Similarly, for heavier & longer trains running at higher speed, especially in 25 KV RE sections, interference to Signalling & Telecom circuits shall be measured to contain the adverse effect of interference.

(iv) Emergency Braking Distance, Rating and Performance, Coupler Force and Signal Interference Trials : Same as the maximum permissible speed for the train.

(v) The Speeds mentioned above shall have a tolerance of (+)5 kmph and (-)2 kmph.

15. Application To The Commissioner Of Railway Safety

Application to the Commissioner of Railway Safety for sanction/recommendation shall be sent, as far as possible, at least one month in advance by the Railway Administration in the manner specified in Para-1303 of IRPWM.

16. Custodian Of Records And Certificates On Zonal Railways

All the files related to 'Opening Of Sections', 'Sanction Of Sectional Speed' and related issues including all concerning Certificates shall be maintained by the office of Chief Bridge Engineer on Zonal Railways. Easy retrieval of information and records on the subject shall also be ensured by the Railways. Web-based application shall also be evolved for better information system on the subject.

Minutes of the Coordination Meeting held between Railway Board and Commission of Railway Safety on 11th April 2014 at Railway Board

The meeting was attended by the following officers:

Railway Board (S/Shri)

Arunendra Kumar, CRB
D.P. Pande, MT
Subodh Jain, ME
Alok Johri, MM
A.K. Mittal, MS
Kul Bhushan, ML
Sanjiv Garg, Adv.(Safety)
M.C. Chauhan, Adv.(RE)
Arun Saxena, Adv.(Signal)
Smt. Vijaylaxmi Kaushik, ED/Safety-I
Om Prakash, ED/Safety-II
Alok Kumar, EDCE (G)
S.K. Pathak, EDCE (B&S)-II
Ashish Mehrotra, Dir/Safety-I
J.S. Bindra, Dir/Safety-II
P. Srinivas, Dir/Safety-III
Alok Kumar, Dir/Safety-IV
Anurag Gupta, Dir/CE (B&S)II

CRS Office (S/Shri)

R.K. Kardam, CCRS (Officiating) & CRS/Northern Circle
P.S. Baghel, CRS/Western Circle
Chetan Bakshi, CRS/Central Circle
Sudarson Nayak, CRS/SE Circle & CRS/NF Circle (addtional charge)
S.K. Mittal, CRS/Southern Circle
D.K. Singh, CRS/SC Circle
Prabhat Kumar Bajpai, CRS/NE Circle & CRS/Eastern Circle (addtional charge)
L.B. Singh, Dy.CRS (G)
Uttam Prakash, Dy.CRS (M)
Smt. Indu Rani Dubey, Dy.CRS (O)
A.K. De, Dy.CRS (S&T), Eastern Circle
Rajmal Khoiwal, Dy.CRS(S&T) Northern Circle

1.0 Welcome by Adviser/Safety

Adviser/Safety welcomed the Commissioners of Railway Safety for this meeting with Railway Board.

2.0 Address by MT

MT stated that with improvement in technology in terms of locos, track, signaling, electrification, coaches, wagons and a lot of investment done by IR in new technology, it is important that the outputs are commensurate with the investments made. He requested the CCRS to give sanctions to do pilot projects involving new technology with a view to collect data which can further enable the MOR to decide regarding proliferation of the same.

3.0 Address by CCRS

CCRS thanked Railway Board for fixing this meeting as the last meeting was held in 2009. He highlighted attention on the following issues:

(i) Filling up of vacant posts of Dy.CRS and CRS.

DS/E
Please send enclosed Copy of minutes of meeting of CCRS & Board
6/6/2014
-OCE(S)I

(ii) Large number of Correction Slips with regard to infringement to Schedule of Dimensions (SOD) are being issued mainly for Electrical items.

(iii) Technical Circular No.47 issued by CCRS is not being followed by zonal Railways.

(iv) PCE cannot exercise the power to raise speed to 110 kmph as per Policy Circular No.7 as sectional speed is being increased without following prescribed rules or providing adequate track inputs.

(v) Correction Slip to authorize GMs to condone gradients in yard is diluting authority of Railway Board in this regard.

(vi) Sanction letters for rolling stock issued by Board should mention the speed certificate as well as the Joint Safety Certificate.

(vii) Commission is insisting for creation of at least 50% posts for maintenance of new assets only to begin with.

(viii) Protection measures at construction sites are not being provided by railways.

(ix) Coordination meeting at Board's level may be held six-monthly instead of quarterly. Coordination meeting should also be held with General Managers to sort out local issues.

(x) On sections where second or third lines are being constructed, adequate safety precautions are not being taken by the construction agency to isolate the running line.

(xi) Railway Board was requested to extend the facility of Privilege Passes/PTOs to the staff working in CRS office in line with Audit department. He also requested for provision of Bungalow Peon to Dy.CRS on the lines of similar facility extended to officers of Railway Claims Tribunal.

4.0 Address by CRB

CRB mentioned that coordination meeting may be held once in 3 months to begin with. General Managers will be asked to hold meeting with CRS before the meeting at Board's level is organized.

5.0 Discussion on Agenda Items

5.1 Item 1.1 - Non-replacement of DFWR:

DFWR locations have to be replaced within 3 months or else a speed restriction of 75 kmph for loaded goods train and 100 kmph for passenger trains shall be imposed. None of the Railways are following these instructions.

5.2 **Item 1.2 - Non-protection of OBS/OBSW Locations:**

ECoR is not providing joggled fish plates on OBS welds/OBSW locations due to paucity of funds. ME mentioned that this will be looked into and complied.

5.3 **Item 1.3 - Rail Weld Failure:**

Large number of welds are now provided with joggled fish plate. Instructions of Board regarding maintenance of joggled fish plates are not being followed by the zonal Railways.

5.4 **Item 1.4 - Operation of Trains without Guard:**

On ECoR, a large number of trains are operating without guard which is unsafe. MT informed that selection has now been completed for 300+ vacancies of guards and this problem will be over shortly.

5.5 **Item 1.5 - Non-Commissioning of BPAC:**

A large number of panel interlocking have been commissioned at stations over NFR, SER, SECR and ECoR with central panel without BPAC and some BPACs have even been decommissioned. ML mentioned that this will be expedited.

5.6 **Item 1.6 - Signal Density and its effect on crew:**

The number of signals on busy routes have gone up tremendously which has put a serious burden on the crew. MT informed that a study has already been done by RDSO on 'Analysis of Crew Alertness and Remedial Measures'(RDSO Report No.PT-38 of March 2014) and a Committee which was constituted to look into the issues of hours of duty, stress on drivers etc. has also submitted its report. Both reports are under examination.. ML apprised the CRSs about the Train Collision Avoidance System trials where in the signal aspect is displayed in the cab.

5.7 **Item 1.7 - Non-provision of 'Emergency Light' in Coaches:**

There is a huge shortfall in provision of emergency light in both AC and non-AC coaches supposedly due to inadequate funds. ML stated that this will be done on priority. CRS/SE Circle suggested that this activity may be merged with POH.

5.8 **Item 1.8 - Flash Butt Weld Failures:**

CRS/SC Circle raised the issue of failure of flash butt welds. ME directed the Civil Engineering Directorate to get an audit of the weld records done and for reiterating the instructions in this regard.

5.9 **Item 1.9 - Running of Long Haul and Super Long Haul Trains without sanction:**

CRS/SC Circle mentioned that long haul and super long haul trains are being operated on experimental basis for last 6-7 years without sanction of CRS, violating the provisions of GR. MT mentioned that the trials have been done and

the data is now available with Board. Board will now issue instructions on operating long haul trains.

5.10 Item 1.10 - Approach Locking at Mid-Section Interlocked LC Gates:

A large number of mid-section interlocked LC gates with mechanical lifting barriers have no provision of approach locking or approach warning, with the result that gateman can put back the gate signal and open the gate after the train has passed distant signal. Even for electrically operated barriers, time delay of 30 sec. is not sufficient. The issue of time delay be reexamined by Board. CRS suggested that gate holding be provided through track circuit. Signalling Directorate to take a view on this.

5.11 Item 1.11 - Change in Aspect of Distant Signal in Single Distant Territory:

CRS/SC Circle raised the issue of modifying the meaning of distant signal aspects by Board which is creating confusion in the minds of Loco Pilots. MT mentioned that data will be collected from field before a review of the instructions is considered.

5.12 Item 1.12 - Dual Detection – Redundancy in Design:

CRS/SC Circle opined that the philosophy of dual detection system is against safety. It was explained that the concept of dual detection system is being followed worldwide and is considered to be failsafe. However, ML agreed to reexamine this issue.

5.13 Item 1.13 - Roof Travel:

MT agreed to process amendment to General Rules to assign responsibility to concerned Railway staff to detrain passengers traveling on the roof of the coaches on electrified sections.

5.14 Item 1.14 - Synchronizing of Clock Timings:

A mechanism be developed for ensuring synchronization of timings of various equipments like speedometers in Loco Cabs, SCADA, data loggers, etc. to a standard time as is done for control office and stations.

5.15 Item 1.15 - Applications for Railway's Minor Works Sanctions:

The item may be discussed by respective CRS with GMs of zonal Railways.

5.16 Item 1.16 - Upgradation/Interlocking of LC Gates:

Item may be discussed at GM's level.

5.17 **Item 1.17 - Driving Crew in Case of MEMU/DEMU/EMU:**

MEMU/DEMU/EMU have only single motorman as compared to Loco Pilot and Asstt. Loco Pilot provided on main line trains. CRB stated that this issue has been examined in detail in Board and present instruction of single motorman will continue.

5.18 **Item 1.19 - Elimination of the Gates without CRS Sanction:**

CRS/Central Circle objected to the ACS No.127 dated 28.11.2011 and ACS No.121 dated 12.7.2010 to IRPWM, as they are in violation of Section 23(c)(e) of the Railway Act 1989 and Rules 25 and 27 of the Railways (Opening for Public Carriage of Passenger) Rules 2001. It was further mentioned by the CRSs that in case Railway Board feels that the CRS's sanction in the above cases is not required, an amendment to the Act and the Rules should be processed by Railway Board. ME will examine this issue.

5.19 **Item 1.25 - Reports of Investigation into Accidents of Section 120:**

As per provision of the Rule 16(2) of the Railways (Notices of and Inquiries Into Accidents) Rules 1998, reports of investigations into accidents of Section 120 inquired by the Railway administration are required to be forwarded by Railway administration to the concerned Commissioner of Railway Safety. This has not been done. MT agreed that the instructions will be reiterated to the zonal Railways.

5.20 **Item 1.26 - Compliance of Accepted Recommendations:**

CCRS mentioned that the status of implementation against the accepted recommendation of CRS must be informed on a six monthly basis to Ministry of Civil Aviation. Adviser/ Safety explained that at present no such system exists. However, a mechanism will be developed by Railway Board to comply with this requirement.

5.21 **Item 2.1 ,2.2 - Insistence for signatures of GM on CRS Application and Forms 15,16 & 17:**

ML mentioned that Form 15 & 17 were being signed by PHODs earlier. Now, CCRS is insisting on signatures by GM. This is causing delay. CCRS maintained that signatures of GM on CRS's application and on Forms 15, 16, 17 are required as per rule. CRB stated that views of CCRS will be considered while a decision is given by Board on this issue.

5.22 **Item 3.3 - Non-acceptance of Application from RE(S&T) Officers:**

Views of CCRS in not accepting the applications from RE(S&T) officers were accepted by ML and it was decided that the CRS application for works executed by RE(S&T) will be signed by open line S&T organization.

5.23 **Items 3.5 & 7.6 - Calling-on Signals Below Starter Signals:**

MT mentioned that provision of Calling-on Signals below Starters is required only at major yards and this can be done on case to case basis where it is actually required. MT directed Adviser/Safety to have discussions with COM and CSTE of WC Railway for solving issues of Itarsi Yard on the lines of Nagpur RRI.

5.24 **Item 4.1 – Revision of General Rules:**

It was agreed that this item will be discussed separately between MT and CCRS at the earliest.

5.25 **Items 5.1, 7.3 & 8.1 – Sanction for LHB Non-AC EOH LHB Coaches (LS3):**

CRS/Central Circle was requested to give sanction for LS3 coach which is being put into service for the first time. CCRS agreed to look into it. The sanction request from WCR has been pending since October 2013.

5.26 **Item 5.2 - Sanction for Running of ICF Design GS Coach with Stiffer Suspension and 4 Bio-Toilet Tanks processed by Northern Railway:**

CCRS was requested to communicate sanction for running of ICF design GS coach with stiffer suspension and with 4 bio-toilet tanks for trial purpose. CCRS agreed to expedite the same.

5.27 **Item 7.4 - Increasing Sectional speed to 110 kmph and length of the trains upto 24 coaches plus 1 inspection carriage:**

The issue has been raised by WCR that increase in sectional speed to 110 kmph is within power of PCE but CRS/Central Circle has been insisting that WCR must seek specific CRS sanctions for all new/old trains even at 110 kmph. CRS/Central Circle explained that this is required in line with para 4.08 (1)(a) of the GR.

5.28 **Item 4.3 – Policy Circular No.5 (Revised) issued by MOCA:**

Issue of Policy Circular No.5 wherein large scale changes have been incorporated with regard to procedure, timelines for conducting CRS inquiry, which has been done unilaterally by CCRS. The latter replied that the item had already been discussed in the meeting held between Secretary/Ministry of Civil Aviation (MoCA) and CRB and is being examined by Secretary/MoCA.

6.0 **Other Items:**

6.1 ML mentioned that sanction for 600 kms. of Railway electrification are lying with CRS which may be expedited.

6.2 MM mentioned that revalidation for sanctions granted for BOXNHL wagons on NCR may be expedited. CRS/NE Circle mentioned that certain modifications have to be done in the design as per advice of RDSO. Issue may be taken up with RDSO by Board.

6.3 One meeting between GMs of the zonal Railways and the concerned CRS should be held before 15th June, 2014, and the next meeting at Board's level will be held in the last week of July 2014.

6.4 It was mentioned that all the sections of Zonal Railways for CRS inspection may be inspected and the authorization letters to these for opening to passenger traffic may be expedited by the concerned CRS; as is due for Udhampur-Katra section of Northern Railway which was inspected by CRS/Northern Circle from 27th to 29th January, 2014 and authorization/report is still awaited.

The meeting ended with a Vote of Thanks to the Chair.

5/6/14

(Vijaylaxmi Kaushik)
Executive Director (Safety) – I
Railway Board

11346

Policy file.
175

again put up 02/6/14

np/1/

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

-:o:-

शाखा CEDO मिसिल सं. 2011/CEDO/SR/16/0.
BRANCH FILE NO.

विषय
SUBJECT

"Policy regarding running of Container"

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

Case No. 2011/CEDO/SR/16/O

Sub : Policy regarding running of containers on Indian Railways System.

1. Case file no. 2011/CEDO/SR/04 was put up to Board for condonation of infringements to IRSOD 2004 for movement of Double Stack Container of 2896mm (9½') high each on existing BG low platform bogie container flat wagon type BLCAM/BLCBM on specified route (i.e. Gurgaon-Rewari section) of Northern Railway (sanction issued on 20.5.11 vide SN-3). Copy of the noting sheets pp-2 to pp/9 of this file is placed at SN/2.

2. Extract of these notings vide para 16, 17, 18 (SN-2/3 & SN-2/4) are as under :

"16. In the total scenario for operation of double stack container, the following points are worth mentioning and need thoughtful consideration :

(1) Railway Board has condoned the infringements to IRSOD 2004 for BLC, BLCA/BLCB and BLCAM/BLCBM flat wagons for operation of 8½' high and 9½' high single & double stack containers, as applied by RDSO from time to time.

(2) Route specific sanction for condonation to infringements w.r.t. IRSOD were also communicated by Railway Board on the applications of RDSO received through CCRS without any observations from him.

(3) Routes identified presently or in future as per Corporate Plan of IR for movement of double stack containers are not available on record.

(4) Dimensions, type and other specifications of ISO containers which need to be followed by the container operators and checked/ensured by Indian Railways are not available on record.

(5) After taking condonation for IRSOD from Railway Board whether CRS sanction has been taken by respective Railways for movement of single or double stack containers on their Railways is also not in the knowledge of Railway Board.

17. Therefore, it would be desirable that **detailed instructions on above-mentioned issues are formulated and ensured by concerned Directorates in Railway Board and clarity of Railways' vision** in this direction is communicated to all Zonal Railways alongwith the container manufacturers & operators.

18. Railway Board's further role should be limited to the extant practice & instructions on condonation to infringements for IRSOD and subsequently for first time running of rolling stocks. Accordingly,

(1) **Railway Board should identify and communicate the routes on Indian Railways for operation of single & double stack containers with detailed specifications of various types/sizes/ categories of containers.**

(2) **Railway Board should sanction condonation to infringement w.r.t. IRSOD for the rolling stock or in case of container operation, alongwith the payload, i.e. with very specific mention of dimensions and specifications of containers.**

(3) **Railway should apply to Railway Board through CCRS for sanction of only first time running of the rolling stock or with the approved payload in**

the form of specific containers, giving details of sections/routes in the prescribed formats.

(4) Subsequent sanction for running of the rolling stock with the sanctioned payload dimensions of containers should be processed by Zonal Railways to their respective CRSs."

3. While the proposed sanction to condonation for the specific rolling stock with 9½' high Double Stack Container on specified route of NR was accorded by Railway Board (SN-2/5 to SN-2/8) vide letter, dated 20.5.08 (SN-3), the above mentioned Para 16 to 18 were also agreed/approved by Board.

4. Further, MT/CRB vide his note, dated 11.5.11 (SN/4) has also asked AM/Traffic for following actions :

"(i) The Corporate Plan of Indian Railways for movement of double stack container trains should be prepared. The Plan should be prepared in consultation with Zonal Railways and a copy of the same should be sent to Civil Engineering Directorate for record.

(ii) A copy of specifications of ISO containers should be sent to Civil Engineering Directorate for record.

(iii) It should be verified from concerned Zonal Railway that, after taking condonation for IRSOD, the Railway has obtained CRS's sanction for movement of single or double stack container trains and the position has been intimated to Civil Engineering Directorate for record."

5. While sanctioning the proposed condonation to IRSOD, Member Engineering vide SN-2/8 agreed for nomination of a committee of EDs of Traffic, Civil Engg. & Mechanical Engg. Directorates of Railway Board for addressing the above mentioned issues and formulating proper guidelines related to container movement on IR system.

In view of the above, Member Traffic, Member Mechanical and Member Engineering are requested to kindly nominate the concerned EDs accordingly.

10.7.11
EDCE(G)

- AM/CE 18/7/2011
- Member Traffic — EDTT/S is nominated as a member of the Committee for comprehensive appraisal in respect of all aspects relating to double stack containers. Luxury Mittal CRB as MT. 24/8/11
- Member Mechanical — EDMT/Fin is nominated
- Member Engineering 24/8 — EDCE(P) is nominated. 20/08/11

EDCE(G)

630/8/7 19/8/11 282/mm 24/8

Member (Engg) Dy. No. 2295 Date 29/8/11

pp/3

In terms of approval of Board (MT, MT & ME) vide pp/3, notification vide SN/side is being issued.

May kindly peruse and approve.

30-8-11
LDC 576

AM/CE.

Since EDCE (G) deals the subject of CRS sanction, it is proposed that EDCE (G) can also be a member in addition to EDCE (P). May kindly approve.

30/8

ME

O.K. EDCE/G to be member of the Committee. 30/8/2011

.. 01/09/11

AM/CE.

01/9/2011

EDCE (G)

DDCE-IV Please issue the letter accordingly.

1.9.11
LDC 576

Srl-7 (Issue) 01.9.2011 RK

Ref : EDTT(S)'s note, dated 09.12.2011 (SN-10)

Vide Np 1-3, Board (MM, MT & ME) have approved Committee for comprehensive appraisal in respect of all aspects relating to double stack containers.

Ist meeting of the Committee was held on 09.09.2011.

Vide note (SN-10), referred above, EDTT(S) had requested to call for the meeting immediately so that the report could br finalised.

Vide SN-9, the status of Board's sanction for running of double stack containers have been placed, S.No. 10, 13 & 14 may be seen.

Vide SN-8/1 & SN-8/2, sketches for Non-ISO size boxes (i.e. 8'x13' & 9'x13) have been placed.

Put up for information please.

V.P.Lus
Md. P/MBM
CEDO

SSE/CE/G 15/12/11

EDCE(G)

ADG C Please discuss.

15/12/11
OD COG C

SN-~~12~~ 11 issued.

SN-~~13~~ 12 issued.

SH-14-Issued

SH-18-Issued. (17/4/12)

Ref : EDTT(S)'s note, dated 11.04.2012 (Sn-14)

Vide note referred above, EDTT(S) has requested to convene the meeting at the earliest so that the report of the Committee 'for comprehensive appraisal of all aspects relating to Double Stack Containers on IR'.

Put up for information please.

12/4/12
TA/EDCE(G)

ADE/Civil 13.4.12

EDCE(G) 17/4/12 at 11.00 hrs
13.4.12
EDCE(G)

ADE/Civil 13.4.12

Fair letter is placed below for sig. pl.

EDCE(G)
17/4/12

· ADE/Civil 13.4.12

· EDCE/G

· ADE/Civil Issued SN no. 16 dt 13.4.12
13.4.12

SH-19 issued. 04/8/12

SH-20 issued (09/08/2012)

Sub : Report of EDs' Committee for Container Movement on IR system.

1. As approved by Board (pp/2), EDs' Committee has gone into various issues related to container movement on IR system; as mentioned in the terms of reference vide Railway Board's letter no. 2011/CEDO/SR/16/O, dated 01.09.2011(SN/7).

2. Meetings were held by the Committee on 09.09.2011, 19.12.11, 10.04.12 & 13.08.12 alongwith visit to JNPT/Mumbai on 20.06.2012.

3. Based on deliberations from time to time and the information available with EDCE(G), the draft report of Container Committee was prepared and it was email all the members of the Committee on 17.08.2012 (SN/23). Members have been requested regularly for sending the improvement, if any to the draft report and has also been discussed time to time.

4. Further, as per CRB's endorsement on Planning Dte's file (SN/26), all the members were again requested on 07.11.2012 (SN/28) for the final meeting on 08.11.2012 for finalizing the report; but due to other engagements of EDTT(S), meeting could not be held, as planned. However, EDME(Fr.) and EDCE(P) were consulted and they have informed that no further inputs are required from their side.

6. Since no further inputs have been received from the committee members and the views of previous meeting/visits have already been incorporated in the report on the subject, the final document is placed at SN/29 for consent and improvements, if any; so that the report could be finalized by 23.11.2012.

19-11-12
EDCE(G)
19.11.2012

- EDME(Fr.) — modifications may kindly be made as discussed on date Adv 23/11/12

EDCE(G)

- EDTT(S)
- EDCE(P)

The subject matter was discussed further in detail by the committee on 22/11/12 & 23/11/12. The final report of the committee is placed at SN/20 for signature of the committee member please.

26.11.12
EDCE(G)

EDME/Fr. Adv 24/11/12
EDTT(S) 24/11/12
EDCE(P) 26/11/12
EDCE(G) 26.11.12 EDCE(G)

168

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

In terms of approval by MT, MM & ME (pp/2); a committee of EDs (EDCE/G, EDCE/P, EDME/Frt. And EDTT/S) was nominated to address various issues related to container operation on Indian Railways. It was also in terms of MT/CRB's note to AM/Traffic (SN/4) when the related issues were asked to be properly documented & circulated.

The nominated committee had detailed study on the subject and after having discussion during its meetings on 09.9.11, 19.12.11, 10.4.12 and 13.8.12 alongwith visit to JNPT/Mumbai, the report has been finalised on 26.11.12; which is placed at SN/30.

Submitted for kind perusal and approval please, so that all concerned may be advised for needful action at appropriate levels.

EDCE(G)
27/11/12

AM/CE 1/12/12

MM 17/12/12

MT

ME

CRB

(from pp/10)

2011/CEDO/SR/16/O

Sub : Report of EDs' Committee for Container Movement on IR system.

Ref : noting at np/1 to 10

In terms of approval by MT, MM & ME (pp/2); a committee of EDs (EDCE/G, EDCE/P, EDME/Fr, and EDTT/s) was nominated to address various issues related to container operation on Indian Railways. It was also in terms of MT/CRB's note to AM/Traffic (SN/4) when the related issues were asked to be properly documented & circulated.

The nominated committee had detailed study on the subject and after having discussion during its meeting on 09.09.11, 19.12.11, 10.04.12 & 13.08.12 alongwith visit to JNPT/Mumbai, the report has been finalized on 26.11.12 and singned (pp/6) by EDME/Fr, EDTT/S, EDCE/P & EDCE(G); which is placed at SN/30 and same was submitted (np/7)for kind perusal and approval of Board (MM, MT, ME & CRB).

Here it is pertinent to mention that above report (SN/30) has already been approved by MM (np/7) and ME (np/10).

However, file has remained with the Traffic Directorate for the last 1½ years.

Submitted for kind perusal and approval please, so that all concerned may be advised for needful action at appropriate levels.

02.06.14
ADE/Civil
02.06.2014

- EDCE(G) Duly signed report vide SN/30 may kindly be approved, as already apprd by MM and ME vide np/7 & np/10.
- MT 2.6.14 LEDCE/G
- CRB
- EDCE(G)

Summary of Report of ED's Committee on Issues related to Container Movement (Double Stack operation and movement of Non-ISO containers)

An ED level committee comprising of EDCE/G, EDCE/P, EDME/Frt and EDTT/S was constituted to address various issues related to the container operations. with the following terms of reference:

1) Preparation of Corporate Plan of IR for movement of double stack containers.
2) Finalization of specifications of ISO and Non ISO containers including dimensions, type, payload etc which need to be followed by Container operators and checked/ensured by IR.
3) Status of CRS's sanction taken by Railways for movement of single or double stack container trains after condonation to IRSOD has been sanctioned by Board.

The recommendations of the committee are placed at S.No.30. The recommendations against each of the items of the terms of reference are summed up as under:

(i) **Preparation of Corporate Plan of Indian Railways for movement of double stack container trains in consultation with Zonal Railways and advising to Civil Engineering Directorate.**

- Based on inputs from the ACTO (Association of Container Train Operators), following routes have been identified as potential routes to run double stack containers:
  - (i) Ludhiana to Mundra/Pipavav/Ahmedabad via Bhatinda – Suratgarh.
  - (ii) Delhi/NCR to Mundra/Pipavav/Ahmedabad via Rewari-Marwar Jn.
  - (iii) Delhi/NCR to Chennai/Vizag/Cochin via Nagpur
  - (iv) Kolkata/Haldia to Ahmedabad via Nagpur
  - (v) Kolkata/Haldia to Chennai Port
  - (vi) Kolkata to Pune via Surat-Kalyan
- Subject to feasibility Railway should permit movement of wider and higher containers which will increase volumetric capacity in each container to compete with road sector for lighter segment of cargo.
- For running double stack container train a clearance of 6809mm is required whereas as per existing SOD Min clearance for OHE is 5500mm and 5870mm for fixed structure.

Contd...

- Pipavav port route is cleared for double stack of 8 ½ feet containers which needs to be expedited by Western Railway for 9 ½ feet containers.
- Double stack operation be extended upto Gill (diesel territory) in Punjab via Rewari.
- On electrified route identified by ACTO, minor upgradation of existing infrastructure for 13 feet clearance for moving container with more volumetric capacity for domestic segment.

(ii) **Finalisation of Specifications of ISO & Non-ISO containers including dimensions, type, payload etc. which need to be followed by the container operators and checked / ensured by Indian Railways.**

- ISO specification containers may be continued to run on IR system. No external modification in containers, infringing existing fixed installations, will be permitted without RDSO clearance.
- Non-ISO Containers should be ratified for their design and performance in ref to ISO 1496-1 (Strength of container) and containers should be certified by any of IACS or EMSA accredited Classification Societies in reference to SODs of Indian Railways.
- RDSO should prescribe maximum profile of non-ISO container through oscillation trial as per IRSOD.
- Any induction of Non-ISO container infringing the maximum profile alone should get specific clearance from RDSO after necessary oscillation trials.
- However, condonation w.r.t to IRSOD 2004 shall be obtained for each case of Non-ISO containers.
- RDSO should examine possibility to move wider container on BLC wagons. Present width of container is 2438 mm whereas normal IR stock has width of 3250 mm. As an alternative, option of new design of wagons may be explored.
- RDSO may examine permitting axle load of 22.9 Tonnes for BLC wagons for both Single stack and double stack.
- Feasibility to move 20 feet container on upper deck of double stack containers.

(iii) **Status of the CRS's sanction taken by Railways for movement of single or double stack container trains after condonation to IRSOD has been sanctioned by Board.**

- Proper documentation of sanctions taken by Zonal Railways and uploading them in IR portal of respective Zonal Railway.

Contd...

- New Zones should get all the sanctions compiled from the respective parent Railways and upload it on website.

The committee had submitted its report on 29/11/2012. However, the file was at discussion stage at the level of AM(T) and MT when it got misplaced for some time and subsequently due to AM(T) not being in position, there was some additional delay. The delay in putting up the file is sincerely regretted.

Submitted for approval please.

EDTT/S 6/6/13

AM/T (NIP)

EDTT(M) 6/6/13

ME 19.6.13

MT/CRB

The report of EDs committee on container movement on IR (on 4/N 30) is submitted for approval

EDTT/S to pl discuss

156
28/5/2014

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

FTS-78220

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(Railway Board)

CEDO

2013/CEDO/SR/06/P.C.-6/O

शाखा
BRANCH

मिसिल सं.
FILE NO.

विषय
SUBJECT

IR's Policy Circular No.6 on the subject of

~~'Procedure for Certification of Maximum Permissible Speed for Rolling Stock'~~

(Revised-2013)

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

2013/CEDO/SR/6/PC-6/O

Sub : Modification to Policy Circular no. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock".

1. Policy Circular No. 6 was issued by Railway Board on 23.12.99 (SN/1) with Correction Slips issued on 23/11/06 (SN/2) and 9/12.7.10 (SN/3). Sanctions for introduction of new rolling stocks at specified speed on Indian Railway system after required trials are processed based on this Circular. Subsequently, sanctions for running of trains at various speeds are also governed through provisions of P.C. No. 6.

3. With the experience gained during last so many years and also, due to technological advancements in various fields, it was considered appropriate to modify the existing provisions of Policy Circular no. 6, wherever considered necessary by the concerned Directorates, Zonal Railways and in consultation with CCRS, alongwith approval of Railway Board.

4. Suggestions were invited from all the Directorates in Railway Board and DG/RDSO vide communications of even no., dated 13.09.12 (SN/4), 17.09.12 (SN/5), 20.11.12 (SN/6) & 10.04.13 (SN/7).

5. Inputs were received from AM/Traffic (SN/8), Adv./Signal (SN/9), Adv./RE (SN/10), EDCE(G) (SN/11), EDME/Coaching (SN/12), DG/RDSO (SN/13), GM/ECR (SN/14), GM/NCR (SN/15) and GM/WR (SN/16).

6. Accordingly, it was considered appropriate to discuss all the suggestions in a group during meeting through presentation and it was done so, on 02.05.13 by EDCE(G); when all the concerned Advisers & EDs of Railway Board & RDSO were present (SN/17 & SN/18) and useful deliberations were made on the suggestions received from Board, RDSO & Railways.

7. Minutes of the meeting, as issued & circulated on 08.05.13, are placed at SN/19, in which all important deliberations have been jotted down.

8. Based on the inputs from all the concerned Directorates, RDSO and Zonal Railways: the existing Policy Circular No. 6 (SN/1 to SN/3) has been modified as placed at SN/21. Main modifications are in its Para

nos. 2.1.2, 2.1.3, 2.2.7, 2.6, 6, 6.1 (a), (b), (c), 8, 10, 11, New Para-13, Appendix-1 Para 2 & 3, Appendix-2 Para 1 & 6. Juxtaposition w.r.t. the original contents of Policy Circular No. 6 is also placed at SN/20.

9. The modified version of the Policy Circular No. 6, as placed at SN/21 may kindly be consented by Adv./Safety, AM/CE, AM/ME, AM/ Traffic & AM/Signal; before it is sent to CCRS for his valuable consultation. Subsequently, the draft document will be put up to Board for approval and circulation to all concerned in the field.

10/5/13
TA/EDCE(G)
10.05.13

EDCE(G) ~~EDCE(G)~~ Draft document for Revised Policy Circular no. 6 vide SN/21 may kindly be consented.

10/05/13
EDCE/G

Adv./Safety ~~Adv./Safety~~ It is understood that a number of issues were raised by Chg. Dte. during the meeting held in Board on 8.5.2013. Chg. Dte. may offer their comments before the draft is examined by safety Dte.

[AM/CE]

[AM/ME]

15/5

[AM/Electrical] ED/~~Chg~~ Comments of teaching Directorate are placed on the next pg. (NPS onwards to NP9) may be perused.

3/5

[AM/Signal]

[AM/Traffic]

[EDCE(G)]

153

Sub : Remarks of Coaching Dte. On Draft Policy Circular No.6

Ref: Draft Policy Circular No. 6 (Revised 2013) – circulated by EDCE(G)

Of late serious problems were faced for introduction of trains with LHB coaches/variants which are summarized below.

(a) Even though the coaching stock (ICF Bogie) is fit to run 120 Kmph, the track is not being given fit to run the trains at 120 Kmph despite advancement in track maintenance practices. Zonal Railways are finding it very time consuming to deploy the coaching stock at 120 Kmph due to complex procedures that have to be followed, viz. route proving, COCR with the full consist of 24 coaches in all the sections where the train is to be run. After introduction of the sophisticated and costly LHB coaches, variants of LHB coaches have been manufactured by altering some features from time to time. The LHB coaches though fit to run at a speed of 160 kmph but are being run at a speed of 105 kmph.(For instance the recently converted 12397/12398 Mahabhodhi Exp & 12393/12394 Sampoorna Kranti Exp though fit to run at 160 Kmph, having sectional clearance of Maximum Permissible Speed of 130 Kmph, but have to per force run at 105 Kmph).

Even for running these trains, CRS sanction was received after a protracted length of time – (about 1 year) leading to wastage of costly assets.

In view of the above, it is suggested that when a coach type is given permission to run at a speed of 110 Kmph or more in one railway, it should also be permitted to run with a speed of at least 110 Kmph on the entire Indian Railway network without going for a separate CRS sanction every time for different sections of the Indian Railway network.

Western Railway is running two Rajdhani Express trains between Mumbai and Delhi with a maximum speed of 130 kmph. With the same stock they want to run a special train with the same speed on the same section and yet they have to go for CRS sanction (which they could not obtain).

(b) For augmenting a train beyond 18 coaches Railway has to obtain CRS sanction for the sections in which they want to run the trains.

(c) For every internal alteration in coach (not change in dimension, suspension, under gear) CRS sanction is required.

Only Problem no (b) has been addressed in the proposed draft circular 6 by EDCE(G).

In view of the above, we propose a structural change in policy circular 6 where issuance of safety certificate by RDSO and its acceptance by Board should be followed by Deemed clearance to all Zonal Railways to run the stock with prescribed speed of at least 110 kmph. Zonal Railway then should apply for individual CRS sanction for particular stock beyond a speed of 110 kmph. For operating a stock beyond 110 kmph, section wise trial should not be enforced on Zonal Railways rather sampling of section should be done for these trials otherwise getting clearance for all sections will require large number of trials by that time the present technology will become obsolete. ***The above suggestion is as per international practices, In USA and Europe the sampling trials are done with few coaches in few sections and then with the help of simulation technology all rides are simulated and accordingly clearance is given.***

Once a CRS sanction has been taken, then it should imply that Railway can run the stock with 24 coaches and at a proposed sectional speed. The repeated application to CRS for length of train, for speed of train and for section of railway tantamount to large number of applications to CRS (for each combinations).

In view of the position explained above, amendment in the proposed new draft circular in Para no-1, 2.1.3, 2.4.2, 2.5, 2.7.1, 6 and 11 needs to be incorporated. These are highlighted below in the bold letter.

1. Authority for Sanctioning Speed of Rolling Stock

Railway Board is the safety controlling authority for Indian Railways and it is the final authority for regulating and sanctioning speeds of all rolling stocks under Indian Railways Act. Responsibility for determining and certifying the maximum permissible speed for rolling stock has, however, been delegated by Railway Board and certifications on this subject issued from time to time. **Further Railway Board is also responsible for ensuring that the stock approved by Railway Board (at prescribed speed) should operate in all section on Indian Railways**. This directive is applicable to all rolling stock and supersedes all previous instructions on the subject.

2.1.3. However, in respect of such stock whose suspension characteristics are similar to and whose axle loads and track loading densities are not exceeding those of the stock already proved in service, the following maximum limits may be followed, with the concurrence of the Chief Commissioner of Railway Safety.

- **110 kmph** for Broad Gauge passenger stock;
- 75 kmph for Broad Gauge goods stock;
- 75 kmph for Metre Gauge passenger stock;
- 50 kmph for Metre Gauge goods stock;
- 40 kmph for Narrow Gauge stock;
- 75 kmph for Standard Gauge passenger stock.

2.4.1 The provisional/final maximum permissible speed, certified by the Research Design & Standard Organization (RDSO) is merely a recommendation in regard to the maximum speed at which rolling stock can be permitted to be run on specified track structure under average/stipulated maintenance conditions and bridges built to certain specified standards of construction and satisfactory maintenance and is intended to assist the Railway Administration in deciding on the speed at which the rolling stock may be permitted to run on their system for the maintenance conditions actually obtaining.

The Railway shall, on the basis of the provisional/final maximum permissible Speed Certificate, issued by the Research Design & Standard Organization (RDSO), apply for sanction to Railway Board through Commissioner of Railway Safety and Chief Commissioner of Railway Safety, for the running of the stock in terms of the "Rules for Opening of Railway or Section of a Railway for Public Carriage of Passengers".

A copy of detailed Oscillation Trials reports shall be sent to Commissioner of Railway Safety along with the application. Performa for the Track, Bridge and Joint Safety Certificate are indicated in Annexure A, B and C respectively. The Joint Safety Certificate to be issued for all rolling stock by the Principal Chief Engineer, Chief Mechanical Engineer, Chief Operations Manager and Chief Signal & Telecommunication Engineer (Chief Electrical Engineer also in electrified territories) is a positive act of certification in regard to the actual state of maintenance of Track, Bridges, rolling stock and OHE, being adequate for the speed indicated and is a statutory obligation. The case of electrical rolling stock and also for other stock in electrified territories, the Safety Certificate referred to above shall also be signed by the Chief Electrical Engineer. If the speed of the electrical rolling stock to be run/ introduced is more than the existing maximum speed of any electrical rolling stock on the section, a certificate as of Annexure D shall also be furnished by the Chief Electrical Engineer.

The officers signing the Certificates are required to decide, on the basis of their personal knowledge and experience of the maintenance conditions of the track and bridges, locomotives or other rolling stock, with due regard to relevant information available and the maintenance requirements of the new type of rolling stock, as to whether operation of the particular type of locomotives or rolling stock on the relevant section of the Railway is safe and practicable with the facilities available on the Railway System.

2.4.2 In the above mentioned Safety Certificate, it shall clearly be indicated that the speed certificate does not exceed the limits laid down by the Research Design & Standard Organisation. **The certificate should indicate that the coaching stock will run with 24 coach length plus one inspection carriage/VPU.** In addition, the maximum number of motive power units proposed to be coupled together for multiple operation shall be specifically mentioned with due regard to the strength of track structures and bridges, particularly from consideration of longitudinal loading forces on bridges.

2.5 Recommendation by The Commissioner of Railway Safety

Under Section 6 the Indian Railways Act, 1989; the Commissioner of Railway Safety shall scrutinize all relevant documents received from the Zonal Railways Administration with particular reference to ensuring safety and, if he so desires, he shall inspect and try out the rolling stock. The Commissioner of Railway Safety shall then make a proper recommendation to the Railway Board through the Chief Commissioner of Railway Safety for according sanction to new types of rolling stock. A Performa for this purpose is shown in Annexure 'E'. **Once a sanction has been given by Railway Board for the stock on recommendation of CCRS, the stock can be operated on other Zonal Railways also for a speed of 110 kmph.**

2.7.1 Once the Final speed Certificate of the rolling stock is issued by RDSO, **first** time movement of the **empty** rolling stock **i.e. without passengers from Production Units etc.** to allotee Railway can be permitted at speeds upto **110** kmph either as a dedicated rake or by attaching with passenger train. **This should be done** by the Zonal Railways with the approval of PCE without CRS sanction, after observing all safety aspects included in the Joint Safety Certificate, provided first time running of the rolling stock has been sanctioned by Railway Board. **Approval of PCE for subsequent movement of such stock from production units to allotee Railway is not required.**

6. Sanction of Speed of Nominated Trains on Specific Routes

a) For speed upto **110** kmph on the BG and upto 75 kmph on the MG: Railways may introduce any trains upto 24 coaches plus one inspection carriage/**VPU** for speed upto 110 kmph on the BG sections and upto 75 kmph on the MG sections subject to availability of RDSO's Speed Certificate & CRS sanction for that type of rolling stock, proposed to be run in the train consist.

b) Zonal Railways may increase the length of trains upto 24 coaches plus one inspection carriage/**VPU** without CRS sanction, provided various departments of the Zonal Railways certify (as required to be done for obtaining CRS sanction) to PCE that the necessary conditions for running such trains have been fulfilled and that the stopping stations have been provided with necessary facilities, like the required length & width of platforms, removal of infringements, lighting & watering arrangements etc. on the platform.

c) Before permitting regular operation of trains at speed above **110** kmph on the BG and above 75 kmph on the MG, the following procedure shall normally be followed, unless otherwise decided with the concurrence of the Chief Commissioner of Railway Safety;

6.1 (a) For Speed above 110 kmph and upto 120 kmph on BG

(i) For permitting speeds above 110 kmph, the track on the route shall be maintained to standards specified in Para 607 of Indian Railways Permanent Way Manual (IRPWM), RDSO's Speed Certificate & CRS sanction should exist for that type of rolling stock. Zonal Railways shall conduct 'Route Proving Runs' with the complete train consist of 24 coaches plus one inspection carriage/VPU at proposed speed of operation for running trains, restricted only to the extent of temporary and permanent speed restrictions in force at the time of trial, using portable accelerometers, mounted on the rolling stock (locomotives and representatives vehicles, i.e. at least one coach of each type of the train consist, which are proposed to be cleared for speed above 110 kmph and upto 120 kmph) for recording vertical and transverse accelerations throughout the route. If the results obtained satisfy the stipulated criteria as given in Appedix-1, Railway shall approach the Commissioner of Railway Safety for permitting operations of the first such train on that route. The application should be for train operation with 24 coaches plus one carriage/VPU.

(ii) For subsequent additional trains or augmentation of an existing train load subject to maximum train load and speed as per Para (i) above and with similar type of rolling stock, Route Proving Run is not required. In such cases CRS sanction is also not required to be obtained, provided Zonal Railway certify to the Commissioner of Railway Safety that they would strictly follow all the conditions and stipulations laid down by him in the case of first nominated train, as sanctioned in Para (i) above.

6.1(b) For Speed above 120 kmph on BG and above 75 kmph on M.G.

(i) Having established the speed potential of stock upto the maximum proposed speed by carrying out detailed Oscillation Trains on selected test stretches earlier, it would be necessary to conduct Confirmatory Oscillograph Car Runs (COCR) on complete proposed train consist (of 24 coach) with instrumented locomotive and/or representative vehicles, i.e. at least one coach of each type of train consist, which are proposed to be cleared for speeds higher than 120 kmph on B.G. and 75 kmph on M.G., on the entire route at the proposed speed, restricted only to extent of temporary and permanent speed restriction in force at time of trial. Leading bogies

of locomotives and trailing bogies of rearmost representatives vehicles shall be instrumented for recording acceleration.

For these tests, necessary sanction shall be obtained in accordance with the procedure mentioned in Para 3. These tests are required even in case of stock for which detailed Oscillation Trains have been dispensed with, with the concurrence of the Chief Commissioner for Railway Safety.

(ii) However, Confirmatory Oscillograph Car Runs (COCR) for introducing additional trains and/or for increasing the length of existing trains are not necessary on the sections where such type of rolling stock is already plying at same or higher speed on other nominated trains.

Zonal Railways, while approaching the CRS for introduction of such trains, shall furnish detailed information on all the relevant safety aspects concerning various disciplines involved. In such cases, CRS sanction is also not required to be obtained. Provided Zonal Railways certify to Railway Board that the rolling stock used is strictly same as used for COCR and they would strictly follow all the conditions and stipulations laid down by him in the case of first nominated train, as sanctioned in Para (i) above.

(iii) The Speed Certificate for a train, when issued by RDSO after Confirmatory Oscillograph Car Runs (COCR) on a particular section, shall specify maximum number of coaches (subject to maximum of 24 coaches) and types of rolling stocks that are permitted in the train. Based on this, the Zonal Railway shall obtain CRS sanction for running of train upto 24 coaches of the same type of rolling stock on that section. No further sanction is required, if the combination of coaches is changed, keeping the total number within the sanctioned limit for that section.

For running of trains with more than 24 coaches (if such a situation arises in future); fresh RDSO Speed Certificate and CRS Sanction shall be obtained. However, for introduction of such types of trains, Confirmatory Oscillograph Car Runs (COCR) shall not be necessary on the sections where such type of rolling stock is already plying at the same or higher speed on other nominated trains.

For running new trains over that section having the same type of rolling stocks and within the maximum number, as permitted for other nominated trains at the same or higher speed, no further sanction of CRS shall be necessary. However, Railway Board shall be informed by PCE of that Zonal Railway about such trains, giving all relevant safety aspects concerning various disciplines involved.

11. **New Rolling Stock**

A new rolling stock in the context of this Circular would mean a stock having different principal dimensions, a different bogie design, and/or suspension details; like axle load, track loading density, unsprung mass being different, Minor change of

equipment design and change of internal/equipment layout on the rolling stock would not constitute a new rolling stock unless such changes are likely to significantly affect weight distribution, centre of gravity and riding behavior of the rolling stock. Decision in this regard shall be taken by the Head of the concerned Design Directorate, in the consultation with Executive Director Standards (Motive Power), Executive Director Standard (Track) and executive Director (Bridges & Structures).

In taking such decision, the Head of the concerned Design Directorate shall be guided by the criteria laid down for this purpose by RDSO's Standing Criteria Committee. In case of any difference of opinion, the matter shall be referred to Railway Board for final orders.

Note: Any modification in the coach or rolling stock, affecting the salient dimensions or suspension system or running gears and any other modifications including body, irrespective of whether such modifications affect the riding quality of the rolling stock or not, shall also constitute a change in type or design of the rolling stock

(As per Sub Rule (7) of Rule 28 of The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules, 2005.

ED/CHG
31.05.2013

Adv./Safety The issues raised by Chg. Dte may be examined by CE Dte & then file put up to Safety Dte.
11/6

AM/CE Pl examine.
15.6.13

AM/ME
AM/Electrical
AM/Signal

1. The inputs were asked from all the Dtes and based on these inputs, discussions were held on 02/07/13 when all the Dte. from Bd and RDSO were present.
2. Accordingly, the draft modified P.C.No. was formed and put up at SN/21 with juxtaposition at SN/20.
3. Now again 6 pages comments have been written by ED/Coaching which cannot be examined and commented upon afresh.

EDCE(G)

However, if any new suggestion is offered by ED/Coaching which was not deliberated during discussion on 02/07/13, the same may be ~~done~~ discussed jointly by ED/Coaching, Adr./Safety and ED CRB/G., otherwise the draft vide SR/21 is the outcome of inputs and discussion with all concerned.

17-6-13
ED CRB/G

Adr./Safety.

18/6

ED/Coaching

18/6

Dr Mg I

DD Divisional

18/6

1. As instructed by CRB, the issues were further discussed by ED/Coaching and EDCE/G on 06.11.2013.

2. The proposed modified Policy Circular no. 6 vide SN/21 caters to all the requirements as mentioned by ED/Coaching vide pp/3-9. The only item which has not been incorporated and is also not advisable to, is that after CRS sanction for running of a particular train on a specified section (covering all the concerned Zonal Railways), CRS sanction should not be required on other sections' running on IR system.

3. CRS sanction is given by concerned CRS, for their respective jurisdiction and therefore, such avoidance, as mentioned by Director/Coaching will not be O.K.

4. Since all the requirements as suggested by Zonal Railways and also okayed by the concerned Dtes. of RDSO, have been incorporated in the modified Draft PC-6 vide SN/21 and was processed for approval on 10.05.2013 (07 months earlier) vide pp/2, it needs to be approved early. The file movement is detailed at SN/23.

Submitted for kind perusal of ME & MT please.

EDCE(G) 23.12.13

23.12.2013

The issues has been explained to EDCCh&I. May we ~~h~~ may take this forward without further delay

ME

MT

23.12.13

EDCCh&I

may pl. discuss with MT

Pl see my desires

(from pp/11)

2013/CEDO/SR/6/PC-6/O

Sub : Modification to Policy Circular no. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock".

Ref : Noting at np/1-2 and np/11.

1. Policy Circular no. 6 was issued by Railway Board on 23.12.1999 in connection with '*Procedure For Certification Of Maximum Permissible Speed For Rolling Stock And Trains*'.

2. Based on experience of Zonal Railways, various provisions of the existing circular were examined and deliberated with all the concerned Directorates of RDSO and Railway Board through presentation on 02.05.13. Minutes of this meeting/discussion were issued and circulated on 08.05.13 (SN/19).

3. The modified PC no. 6, as placed at SN/21 was proposed to be issued in consultation with CCRS and approval of Board. Accordingly, the document vide SN/21 was processed vide np/1-2 for examination & consent by the concerned Directorates in Railway Board and file was processed on 10.05.2013 (np/2).

4. However, file has remained with the Traffic Directorate for last one year, although observations of ED/Coaching are at np/3-9. The issues were further deliberated during by ME with ED/Coaching on 23.12.13 (np/11). In the meantime, the matter has already been chased by Zonal Railways and MM (SN/25).

5. It is, therefore, requested that all the Directorates (Mechanical, Electrical, Signal) may kindly give their consent to the modified document of Policy Circular No. (SN/21), the juxtaposition of which is also placed at SN/20.

6. After examination by all the concerned Directorates in Board, it will be sent to CCRS for consultation and then will be put up to Board for approval & circulation.

EDCE(G)
28.05.14

AM/ME

AM/Signal

AM/Traffic

EDCE(G)

FTS-38334 133

No. 2013/CEDO/ORI/7

Sub:- Record of discussions/decision taken during the inspection of NDLS-AGC'S Section and the meeting held by CRB in Conference Room of Agra Division On 20.04.2014.

Ref:- Para 2.6 - Running passenger trains on 3rd line between PWL-BTSR.

Please find enclosed herewith copy of Record of discussions/decision taken during the inspection of NDLS-AGC Section and the "meeting held by CRB in Conference Room of Agra Division on 20.04.2014".

May kindly advise the latest status w.r.t. "Para 2.6 - Running passenger trains on 3rd line between PWL-BTSR" for the proposal to modified GR, which is under consideration in Railway Board.

05.05.14
ADE (Civil)

d/c

Adv. Safety

5/5

copy to
ED/Infra (Mech)

2.4	**Introduction of an Additional Train at 160 Kmph**	
	RVNL suggested that if running time is to be brought down to less than 100 minutes, a new train could be run from Hazrat Nizamuddin to Agra without halt at Mathura and with a composition preferably of 12 coaches including 2 power cars. The train composition and the coaches should be finalized by Railway Board early.	**ED/Chg.**
2.5	**Commissioning of Agra Cantt RRI**	
	Agra Cantt yard is std. I interlocking and there are 1 in 8.5 points and crossings leading to permanent speed restriction of 15 Kmph in the entire yard. RRI Work is under progress by NCR and in final stage and this should be commissioned before the run of 160 kmph train.	**GM/NCR**
2.6	**Running passenger trains on 3rd line between PWL-BTSR**	
	In this regard, it was mentioned that a proposal to modify GR is under consideration in Railway Board. This should be expedited.	**Adv/Safety, EDCE(G)**
2.7	**COCR trial**	
	The raising of sectional speed to 160 kmph will undergo intense scrutiny from CRS. RDSO has issued speed certificate for COCR on 17.04.14 which may need an amendment. A tabulation of key changes incorporated in this certificate vis-a-vis the one issued on 16.7.07 is enclosed as **Annexure-IV**. NR will have to arrange coaches for COCR in coordination with Railway Board. CMD/RVNL suggested that the COCR trial may be done first on NCR.	**DG/RDSO, GM/NR, GM/NCR, AM/ME**
2.8	**Issues pertaining to OHE**	
	During discussions in RDSO on 09.04.14 it was confirmed that there is no issue of OHE for running one or two trains at 160 Kmph. As regards Sr.ED TI's note dated 27.3.2014 which has been referred by NCR, it was decided that NCR should act as per RDSO's formal speed certificate.	**DG/RDSO, GM/NCR**
3.0	**Observations of GM/NR:**	
3.1	Increase in cant on curves may lead to discomfort to passengers, particularly for slower trains, so physical trials should be done for optimum value.	**DRM/DLI DRM/AGC**
4.0	**Observations of GM/NCR:**	
4.1	NCR will attend to some of the permanent speed restrictions as feasible.	**DRM/AGC**
4.2	RRI of Agra will be completed in a time bound manner.	**DRM/AGC**
4.3	During the COCR, trials on curves may be conducted to find optimum provision of cant.	**DRM/AGC**
5.0	**Observations of DG RDSO**	
5.1	DG requested that GM/NCR may also examine the RDSO Speed Certificate and bring out the issues which need deliberation and amendment.	**GM/NCR**

FTS-38334 TL

No. 2013/CEDO/ORI/7

Sub:- Record of discussions/decision taken during the inspection of NDLS-AGC'S Section and the meeting held by CRB in Conference Room of Agra Division On 20.04.2014.

Ref:- Para 2.6 - Running passenger trains on 3rd line between PWL-BTSR.

Please find enclosed herewith copy of Record of discussions/decision taken during the inspection of NDLS-AGC Section and the "meeting held by CRB in Conference Room of Agra Division on 20.04.2014".

May kindly advise the latest status w.r.t. "Para 2.6 - Running passenger trains on 3rd line between PWL-BTSR" for the proposal to modified GR, which is under consideration in Railway Board.

03.05.14
ADE (Civil)

Adv. Safety

3/5

2.4	**Introduction of an Additional Train at 160 Kmph**	
	RVNL suggested that if running time is to be brought down to less than 100 minutes, a new train could be run from Hazrat Nizamuddin to Agra without halt at Mathura and with a composition preferably of 12 coaches including 2 power cars. The train composition and the coaches should be finalized by Railway Board early.	**ED/Chg.**
2.5	**Commissioning of Agra Cantt RRI**	
	Agra Cantt yard is std. I interlocking and there are 1 in 8.5 points and crossings leading to permanent speed restriction of 15 Kmph in the entire yard. RRI Work is under progress by NCR and in final stage and this should be commissioned before the run of 160 kmph train.	**GM/NCR**
2.6	**Running passenger trains on 3rd line between PWL-BTSR**	
	In this regard, it was mentioned that a proposal to modify GR is under consideration in Railway Board. This should be expedited.	**Adv/Safety, EDCE(G)**
2.7	**COCR trial**	
	The raising of sectional speed to 160 kmph will undergo intense scrutiny from CRS. RDSO has issued speed certificate for COCR on 17.04.14 which may need an amendment. A tabulation of key changes incorporated in this certificate vis-a-vis the one issued on 16.7.07 is enclosed as **Annexure-IV**. NR will have to arrange coaches for COCR in coordination with Railway Board. CMD/RVNL suggested that the COCR trial may be done first on NCR.	**DG/RDSO, GM/NR, GM/NCR, AM/ME**
2.8	**Issues pertaining to OHE**	
	During discussions in RDSO on 09.04.14 it was confirmed that there is no issue of OHE for running one or two trains at 160 Kmph. As regards Sr.ED TI's note dated 27.3.2014 which has been referred by NCR, it was decided that NCR should act as per RDSO's formal speed certificate.	**DG/RDSO, GM/NCR**
3.0	**Observations of GM/NR:**	
3.1	Increase in cant on curves may lead to discomfort to passengers, particularly for slower trains, so physical trials should be done for optimum value.	**DRM/DLI DRM/AGC**
4.0	**Observations of GM/NCR:**	
4.1	NCR will attend to some of the permanent speed restrictions as feasible.	**DRM/AGC**
4.2	RRI of Agra will be completed in a time bound manner.	**DRM/AGC**
4.3	During the COCR, trials on curves may be conducted to find optimum provision of cant.	**DRM/AGC**
5.0	**Observations of DG RDSO**	
5.1	DG requested that GM/NCR may also examine the RDSO Speed Certificate and bring out the issues which need deliberation and amendment.	**GM/NCR**

FTS-107924
115

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

शाखा CEDO मिसिल सं. 70/WDO/ORI/RO/I, Vol.II (Pt)
BRANCH FILE NO.

विषय
SUBJECT

Railway (Opening for Public Carriage of Passengers) Rules, 2000

(Amendment 2005)

(Nomination of RVNL officials for CRS Inspection)

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

(SN-1, Receipt)

No. 70/WDO/ORI/RO/1, Vol.II (Pt.I)

Sub : Nomination of RVNL Officials for CRS Inspection.

Ref : MD/RVNL's letter, dated 25.04.2014 (SN/1).

1. Vide letter referred above (SN/1), RVNL has suggested that the concerned Executive Director/Group General Manager/RVNL be nominated to accompany CRS alongwith RVNL officials of Project Implementation Unit and technical officers of Electrical and S&T Deptt. at SAG level.

2. Para 10 of Railways (Opening for Public Carriage of Passengers) Rules, 2000 states that (SN/2-2 to SN/2-4) :

"10. General Manager to accompany Commissioner at inspection-

(1) The General Manager may accompany the Commissioner throughout the inspection.

(2) If, for any unavoidable reason, it is not possible for the General Manager to accompany, the Commissioner, then the Chief Administrative Officer or the Chief Engineer (Co-ordination) Construction, alongwith other concerned officers shall accompany the Commissioner during the period of inspection.

(2A) The Divisional Railway Manager alongwith the concerned branch officers shall also accompany the Commissioner during the entire period of inspection".

(3) During the inspection of each portion or Division of the Railway, the engineer or officer who is or was in immediate charge of that portion or Division of the Railway during its construction may also be present.

(4) An officer not below the rank of Assistant Engineer shall be made responsible for making arrangements for testing bridges on the railway line."

3. It is clear from the above that there is no provision in 'Railways (Opening for Public Carriage of Passengers) Rules, 2000' for other than Railway officials to accompany CRS during his inspection.

4. The application is submitted to the CRS for opening/inspection of the section by the Railway through Open Line/CAO(C) of that Railway.

5. Therefore, it may not be advisable to issue any modification to the existing provisions of the 'Railways (Opening for Public Carriage of Passengers) Rules, 2000' for legislating any further official other than

Railway officers for CRS inspection. However, CAO/C of the Railway may take the concerned officials of RVNL as per need during the CRS inspection.

ADE/Civil
28.04.2014

EDCE(G)

Adv./Safety

AM/CE

ME

SH-29
RTS-32591

(Case No. 2009/CEDO/SR/48)

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

Ref : RDSO's letter no. MW/SPD/BG dated 15.10.2013 (copy enclosed).

Please find enclosed herewith RDSO's letter referred above (photo copies received along with MM's note) wherein EDS/Wagon/RDSO has informed that "*equipment failure data of Indian Railways pertaining to wagons does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL in 2008.*"

EDS/Wagon has submitted the above report without consulting Civil Engineering Dte. of RDSO.

Feedback on the above may please be sent to the undersinged (after consulting all concerned Dte of RDSO) so that matter may be processed further for obtaining Board's comments.

Dyadav 21.04.14
ADE/Civil

- EDCE(G) 21/4/14
- EDME/Freight

dl

Ujs 22/4

Member (Engg.)
FTS No. .....
Date.....

No. 2013/Safety (A&R)/CCRS Meeting

Sub: Agenda items for the coordination meeting between Railway Board and Commission of Railway Safety scheduled to be held on 11.04.2014.

Ref: 1. Note of even number dated 26.02.2014 and reminder dated 13.03.2014.
2. Railway Board's letter of even number dated 13.03.2014.

A secretary level meeting between Ministry of Railways and Ministry of Civil Aviation was held on 25.02.2014 at Rajiv Gandhi Bhavan, New Delhi. In this meeting it was decided to hold a coordination meeting between Railway Board and Commission of Railway Safety, and accordingly, agenda items (if any) were desired from concerned Board Members as well as from Commission of Railway Safety. The position is as under :

S.No.	Concerned Deptt.	Status
1.	MT	Agenda Items Received
2.	ML	Agenda Items Received from Electrical and Signal Dtes.
3.	ME	Agenda Items not received.
4.	MM	Agenda Items not received.
5.	CCRS	Agenda Items received.

Accordingly the agenda items for the meeting have been compiled based on the information received from concerned directorates and are placed at F/X.

Modification (if any) may be intimated latest by 07.04.2014 positively after which it will be understood that there is nothing to add further.

7/4/2014
(Director/Safety-IV)
03.04.2014

EDCE/P - 1.23
EDTK/P - 1.3, 1.8
EDCE/BBS-II - 1.16 & 1.19, 1.10

Adv./Safety Sanjiv Garg 03-04-14

MT

ML

MM

F-TS-30816(3) ME 6-4-14

EDCE/G

7/4 The concerned EDs of Civil Wgs may please be advised accordingly.
7.4.14
EDCE/G

108

Draft Agenda items for the Coordination Meeting between Railway Board and Commission of Railway Safety on 11.04.2014.

S.No.	Directorates / Departments	Agenda Items
1.	Chief Commissioner of Railway Safety	1.1 Non Replacement of DFWR 1.2 Non protection of OBS/OBSW locations 1.3 Rail Weld Failure 1.4 Operation of trains without Guard 1.5 Non-commissioning of BPAC 1.6 Signal Density and its effect on crew 1.7 Non-provision of 'Emergency Light' in coaches 1.8 Flash Butt Weld failures 1.9 Running of long haul and Super Long Haul trains without sanction 1.10 Approach locking at mid-section interlocked LC gates 1.11 Change in aspect of Distant Signal in Single Distant Territory 1.12 Dual detection – Redundancy in Design 1.13 Roof Travel 1.14 Synchronizing of clock timings 1.15 Applications for Railways minor works sanctions 1.16 Up-gradation/interlocking of LC gates 1.17 Driving crew in case of MEMU/DEMU/EMU 1.18 Provision of Sand hump/over-run line 1.19 Elimination of the gates without CRS sanction 1.20 Compliance of stipulations specified along with sanctions 1.21 Creation of maintenance posts alongwith augmentation/creation of railway infrastructure 1.22 Privilege Passes/PTOs to non railway staff of commission 1.23 Reference to manuals in the Railways (opening for public carriage of passengers) Rules, 2000 1.24 Skill development and training in Railway related technology 1.25 Reports of investigation into accidents of Section 120 1.26 Compliance of accepted recommendations
2.	Railway Board (ML/Electrical Dte)	2.1 Insistence for signatures of GM on the CRS, application 2.2 Signatures of GM on form 15, 16, 17 by Zonal Railway 2.3 S&T modification works being linked with words 2.4 Objections to IRSOD corrections 2.5 Insistence on maintenance posts and corresponding bodies 2.6 Correction slip to ACTM

3.	Railway Board (ML/Signal Dte)	3.1 Dual Detection System 3.2 Normal Aspect of Signals during use of sliding booms 3.3 Non acceptance by CRS/Northern Circle's of applications from RE(S&T) officers 3.4 Delay in replacement of over-aged signaling assets 3.5 Calling-on signals below starter signals 3.6 Technical Circular No.35 issued by CCRS. 3.7 Introduction of concept of post - NI for linking left over functions which have disallowed for train movement after NI. 3.8 Eligibility criteria for Dy. CRS (S&T)
4.	Railway Board (MT/Safety Dte)	4.1 Revision of General Rules 4.2 Framing rules in general rules to prevent roof travelling on the train.
5.	West Central Railway	5.1 Sanction for running of second class non AC EOG LHB variant coaches (LS3) fitted on FIAT bogies with modified suspension at secondary stage at a maximum speed of 110 kmph over entire BG routes of West Central Railway

RBhaisal
SO/Safety (B&S)
07.4.14

FTS- 106425

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

शाखा BRANCH: Works-I मिसिल सं. FILE NO.: 95/W-1/NF/GC/II (Pt.)/B

विषय
SUBJECT

Provision of catch Siding & Slip Sidings on hill Section of Lumding - Silchar gauge conversion project.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

No. 95/WI/NF/GC/II/(Pt.)/B

Sub: Provision of catch sidings & slip sidings on hill section of Lumding-Silchar gauge conversion project.

NF Railway (Const.) vide their letter dated 27-03-2014 (PUC) has drawn attention of Board to the discussion held during the LV inspection of ME/MT on 11th & 12th March, 2014 regarding provision of catch sidings and slip sidings on the LNG-SCL hill section of NF Railway where a ruling gradient of 1 in 60 has been provided in the vicinity of the yard. In this connection it will be worth considering the provision made in the G&SR of NF Railway (2004 edition):

SR 3.50/2 – Provision of Catch & Slip sidings – At any station situated on or in immediate neighborhood of an incline steeper than 1 in 80 falling towards the station or 1 in 100 falling away from the station a catch siding in the former case and slip siding in the latter case should be provided in necessary in suitable position.

NF Railway have further stated that **"immediate neighborhood"** has not been defined on NF Railway. However, Central Railway SR 3.50 1(b), N.C. Railway SR 3.50 1(b) & W.C. Railway SR 3.50 2(a) & 3.50.3 immediate vicinity is defined as 45m distance. However, there is no stipulation of this type on NF Railway. If they extend the **meaning of immediate neighborhood** on NF Railway as is prevalent on other Railways, there will be no need for provision of catch & slip sidings at various stations as the distance is more than 45m as brought out in the table below:-

Name of station	Distance of facing point from falling / rising gradient	Remarks
Phiding	Station yard gradient is 1 in 400 upto 109m from facing point at LMG end and upto 114m from facing point at Badarpur end.	
Mahur	Station yard gradient is 1 in 400 upto 155m from facing point at LMG end and upto 94m from facing point at Badarpur end.	
Migrendisa	Station yard gradient is 1 in 400 upto 118m from facing point at LMG end and upto 115m from facing point at Badarpur end.	
Jatinga Lungpur	Station yard gradient is 1 in 400 upto 54.50m from facing point at LMG end followed by gradient of 1 in 164 upto 200m. At Badarpur end 1 in 400 gradient 214.364m beyond facing point.	
New Harangajao	Station yard gradient is 1 in 400 upto 163.88m from facing point at LMG end and upto 50m from facing point at Badarpur end.	

In this regard, para 8.8 of ME's Inspection Note (copy enclosed with PUC) of Chandranathpur-Lumding section on 29th May, 2006, may be perused. It was intimated then that catch sidings for BG are not required in the hill section even with the proposed 1 in 60 ruling gradient as adequate safeguards can be provided through latest technology for control of speed of trains.

A reference dated 05-06-2008 on this matter was made by NF Railway to Secretary (Civil Engg.), Railway Board, requesting for administrative approval for laying these yards without provision of slip & catch sidings (copy enclosed with PUC). It is, therefore, requested by NF Railway (Const.) that administrative approval may be granted for laying yards in the hill section on Lumding-Silchar gauge conversion project without the provision of catch & slip sidings.

Put up for approval of Board (ME & MT).

DD/Works-III
28-03-2014

DW-I

we may request safety dte. to also examine.

EDW

01.04.14

EDCE(G)

Adv. Safety-

AM(CE)

AM(W)

ME

MT

पूर्वोत्तर सीमा रेल (निर्माण)
NORTHEAST FRONTIER RAILWAY
(CONSTRUCTION)

Office of the General Manager
Maligaon, Guwahati-781011, ASSAM
Fax No.: 0361-2570721

No. W/247/Con/LMG-SCL/Pt.I

Dated : 27-03-2014

Dear Shri Ved Prakash,

Sub:-**Provision of catch sidings & slip sidings on hill section of Lumding-Silchar GC project.**

Your kind attention is invited to the discussion held during the LV inspection of ME/MT on 11&12-03-2014 regarding provision of catch sidings and slip sidings on the LMG-SCL hill section of N.F. Railway where a ruling gradient of 1 in 60 has been provided in the vicinity of the yard. In this connection it will be worth considering the provision made in the G&SR of N.F. Railway (2004 edition) :

SR 3.50/2 – Provision of Catch & Slip sidings – At any station situated on or in immediate neighborhood of an incline steeper than 1 in 80 falling towards the station or 1 in 100 falling away from the station a catch siding in the former case and slip siding in the latter case should be provided in necessary in a suitable position.

However, in this regard it is submitted that "**immediate neighborhood**" has not been defined on N.F. Railway. However, Central Railway SR 3.50 1(b), N.C. Railway SR 3.50 1(b) & W.C. Railway SR 3.50 2(a) & 3.50.3 immediate vicinity is defined as 45m distance. However, there is no stipulation of this type on N.F. Railway. If we extend the **meaning of immediate neighborhood** on N.F. Railway as is prevalent on other Railways there will be no need for provision of catch & slip sidings at various stations as the distance is more than 45m as brought out in the table below :-

Name of station	*Distance of facing point from falling/rising gradient*	*Remarks*
Phiding	Station yard gradient is 1 in 400 upto 109m from facing point at LMG end and upto 114m from facing point at Badarpur end.	
Mahur	Station yard gradient is 1 in 400 upto 155m from facing point at LMG end and upto 94m from facing point at Badarpur end.	
Migrendisa	Station yard gradient is 1 in 400 upto 118m from facing point at LMG end and upto 115m from facing point at Badarpur end.	
Jatinga Lungpur	Station yard gradient is 1 in 400 upto 54.50m from facing point at LMG end followed by gradient of 1 in 164 upto 200m. At Badarpur end 1 in 400 gradient 214.364m beyond facing point.	
New Harangajao	Station yard gradient is 1 in 400 upto 163.88m from facing point at LMG end and upto 50m from facing point at Badarpur end.	

In this regards, para 8.8 of ME's Inspection Note of Chandranathpur-Lumding section on 29-05-2006 may be perused. It was intimated then that catch sidings for BG are not required in the hill section even with the proposed 1 in 60 ruling gradient as adequate safeguards can be provided through latest technology for control of speed of trains.

A reference on this matter was made to Secretary(Civil Engg), Railway Board dated 05-06-2008 requesting for administrative approval for laying these yards without provision of slip & catch sidings (copy enclosed). It is therefore requested that administrative approval may be granted for laying yards in the hill section on Lumding-Silchar GC project without the provision of catch & slip sidings.

With best wishes,

Encl: 1. ME's Inspection Note.
2. Secy (Civil Engg.) Rly Bd.

Yours sincerely,

27.03.2014

(Ajit Pandit)

To
Shri Ved Prakash ,
Executive Director (Works),
Railway Board, New Delhi

82
FTS-2503

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

Sub : Criteria for clearing the route (COCR) for speed above 120kmph.

Ref : RDSO's letter no. RM2/RP, dated 13.03.2014

Please find enclosed herewith RDSO's letter referred above, w.r.t. clarification for clearing the route (COCR) for speed above 120kmph, which is self explanatory (photo copies of respective Para of Policy Circular no. 6 are enclosed)

In view of above, Mechanical (Coaching) Dte may kindly examine the issue and advised accordingly.

13.03.14
ADE/Civil

EDCE(G) 14/3/14

EDME/Coaching 18/3

O/C.

TESTING DIRECTORATE

No. RM2/RP

Dated 13.03.2014

Executive Director/Civil Engineering(G),
Railway Board, Rail Bhawan,
New Delhi-110001.

Sub: Criteria for clearing the route (COCR) for speed above 120kmph.

Ref: Board's letter No. 92/CEDO/SR/4/0/Pt.-I dated 23.11.06-Revision of Policy Circular No. 06- Para-06 of Appendix-I & II

1. **Para 3.1 of Appendix-1 of above referred letter reads as follows:**

"Following criteria shall be used for clearing the route for operation at the proposed speed. The average number of peaks of vertical and lateral accelerations exceeding 0.30g should be limited to 0.25 peaks/km. However, the number of peaks in any kilometer should not exceed 1 and where this value is exceeded, the track will need attention. At locations where the peaks of lateral and vertical accelerations exceed 0.35g, the track should have to be attended to urgently."

RDSO understanding from the above statement is as follows:

(I) If average number of peaks of vertical and lateral acceleration exceeding 0.30g, is more than 0.25 peaks per kilometer, the route is not cleared.

(II) If the number of peaks in any kilometer is more than 1, the track needs attention and repeat of COCR trial is not required.

(III) Locations where the peak of lateral and vertical acceleration exceed 0.35g, the track needs urgent attention. In this case also re trial of COCR is not warranted.

2. **Para 6.1.(C) (i) –reads as follows-**

It would be necessary to conduct confirmatory oscillograph car runs with instrumented locomotives and/or representative vehicles which are proposed to be cleared for speeds higher than 120km/h on BG and 75 km/h on MG, on the entire route at the proposed maximum speed.

As per RDSO understanding, criteria for clearing the route is based on values obtained from concerned rolling stock which is proposed to be cleared.

COCR trial is being done by RDSO as per the understanding given above. In case intention of the para is otherwise, the same may kindly be communicated early.

(Hamid Akhtar)
Executive Director/Testing

AD Civil

13/3/14

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

Minutes of Meeting For PIL No. 06/2014 Before Hon'ble High Court of Bombay
For Possible Raising of Height of Passenger Platforms in Mumbai Suburban Section
Held on 6th March, 2014 in Railway Board

1. In terms of Railway Board's letter of even no., dated 28.02.14 and also as per follow-up to Board's order no. ERB-I/2014/23/11, dated 27.02.14; meeting in connection with P.I.L. No. 06/2014 before Hon'ble High Court of Bombay for exploring raising of height of passenger platforms in Mumbai suburban sections was held in Railway Board's office on 06.03.14. The following officers attended the meeting :

1.	*Shri S. K. Tiwari*	*CE/G/Western Railway*	*sanjaytiwari59@gmail.com*
2.	*Shri S.P.S. Gupta*	*CE/Planning/Central Railway*	*sps.gupta@hotmail.com*
3.	*Shri B.K. Sonwane*	*CEE/RS/Central Railway*	
4.	*Shri Satish K. Pandey*	*ED/Track-1/RDSO*	*dtd4rdso@gmail.com*
5.	*Shri Ajay Kumar*	*Director/Track/RDSO*	*dtd4rdso@gmail.com*
6.	*Shri R.K. Verma*	*Director/PS&EMU/RDSO*	*dscmrvc@gmail.com*
7.	*Shri Rajesh Awasthi*	*Director/Carriage/RDSO*	
8.	*Shri Alok Kumar*	*EDCE(G)/Railway Board*	*alokalokindia@rediffmail.com*
9.	*Shri Jaideep*	*Director/Electrical(G)/RB*	*jaideepirsee@yahoo.co.in*

2. On the PIL, Central Railway filed affidavit on 11.02.14, explaining the issue of the gap between platform and foot-board that : *"Both the incidents of Shri Tanveer Sheikh and Ms. Monika More, taken as reference in report, do not reveal the facts. The reports are not correct. Both the accidents did not occur due to alleged gap issue.*

3. Hon'ble High Court of Bombay ordered on 13th February as under :

"At present the Court does not propose to pass any order on this issue, but it would be in the fitness of things to direct the Committee appointed by this Court to have another meeting and to recommend optimum height of the platform after taking into consideration all the relevant aspects including the height of the coach floor of suburban trains and also Mail/Express/Passenger trains. Committee shall also take into consideration the height of the platform at stations, which do not cater to the Express/Mail/Passenger trains.

Committee shall then submit its report to the Railways by 28 February 2014. The Railway administration would then discuss its plans alongwith the Committee Members after taking into account the suggestions of the Committee and prepare its action plan alongwith a time schedule to carry out its plans to appropriately increase the height of the platforms. This report of the Railway Administration shall be submitted by 13 March 2014 (Committee shall comprise of CCM/PS, CRSE/Coaching & CE(G) from WR: CCM/PS, CE/Plg & CEE/RS from CR: Shri Raju Waghmare: Shri Nilesh Singhit: Shri G.R. Madan, Director/MRTS: Shri Shashikant D. Limaye, Former CE/KRCL and representatives from DRIICHRL & RDSO)."

4. Accordingly in compliance, RDSO & Zonal Railways conducted detailed trials from 22nd to 27th February 2014 in Churchgate-Andheri suburban section of Western Railway, in which the nominated Committee Members were associated.

5. The Draft Trial Report no. RDSO/TG/MT-1315/F, dated 05.03.2014, as prepared by RDSO was deliberated upon by the Committee. It was informed by the officers, associated in the trial that after associating in the trials, representatives of Media/ Press/Public/NGO were quite convinced that the proposed increase in height of these platforms to 920mm above rail level would be very critical.

6. The following points were also mentioned during deliberation :

(i) After the earlier trial by RDSO in terms of its report no. RDSO/TG/MT-1192F Rev.1, dated 23.07.2012; RDSO had given considered opinion as per Para-4 of its letter no. CT/SD/Rev/BG/MG, dated 24.11.12 as -

"Above margins for increase in platform height to 900mm can be available, if Western Railway takes special precautions in maintenance of the rolling stocks and track on suburban section for platforms located on straight track. If Western Railway is satisfied about maintainability of rolling stock & track, necessary condonation be processed accordingly by them."

(ii) Subsequently, with the approval of Board (MM, ML, MT & ME), General Managers of Central Railway & Western Railway were advised vide letter no. 2007/CEDO/ SD/IRDOD/O, dated 19.02.14 *to plan for raising the height of high level passenger platforms from existing range of 760mm - 840mm to revised range of 840mm - 920mm for Mumbai suburban platforms.*

(iii) RDSO were also simultaneously advised *to examine & process for incorporation of suitable Clause in IRSOD-2004 for maximum height of suburban passenger platform to 920mm for operation of suburban coaches (EMU stocks).*

Also, for the interim period, CR & WR were also advised to process for sanction of Railway Board for condonation to the existing provisions of IRSOD. They were also asked to take necessary action with improved maintenance practices for rolling stocks and track under such circumstances.

7. Central Railway & Western Railway informed that in terms of order of the Hon'ble High Court, the trial report will be finalised and submitted to the Railways by 10th March 2014 and it will be submitted to the Hon'ble High Court shortly; so that the scheduled hearing may be held on 20th March 2014.

8. Railways were advised to send all the details to Railway Board and Board should also be kept updated on all related issues.

(No. 2014/CE-I/SLP/3, dated 07.03.2014)

(आलोक कुमार) 07/

कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Distribution for information to :

- PSO/Sr.PPS to CRB, ME, MT, ML, MM & Secretary/R.Bd. for kind information of CRB, ME, MT, ML, MM & Secretary/R.Bd. please.
- The General Managers, Central Railway & Western Railway and DG/RDSO, Lucknow.
- AM/CE, Adv./Safety and Adv./L&A, Railway Board for information.
- All the Members of the nominated Committee (Adv.Elect.(G), EDCE(G) & EDME/Coaching from Railway Board and ED/Track-1, ED/Carriage & ED/PS&EMU from RDSO).

FTS - 22429

72

दूरभाष Tel. : 23417910/12
फैक्स Fax : 23417921

दिल्ली मेट्रो रेल कॉर्पोरेशन लि०
DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एंव दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

No. DMRC/Elect./TR/CMV/ 1062 3 Dated 26.02.2014

To

The Executive Director/Civil Engg/G
Railway Board,
Ministry of Railways,
New Delhi-11

(Kind attn. : Sh. Alok Kumar)

Sub: Condonation of infringement to DMRC Schedule of Dimensions (BG/SG), 8 wheeler self propelled Catenary Maintenance Vehicle (CMV), manufactured by M/s BEML, Bangalore on DMRC BG/SG Rail Network.

Ref: (i) RDSO letter No. UTHS/66/DMRC dt. 16.01.14 (Copy enclosed)

A proposal for obtaining condonation of infringement to DMRC Schedule of Dimensions (BG/SG) for 8 wheeler self propelled Catenary Maintenance Vehicles (CMV), manufactured by M/s BEML, Bangalore on DMRC BG/SG Rail Network, was under process in RDSO since 18.2.11. DMRC has been regularly following-up with RDSO & has been submitting all required documents in this regard. However, now RDSO vide letter referred above has advised DMRC to approach Railway Board through concerned CRS/CMRS for condonation to deviation from SOD, referring **Para 8.2** of **"Procedure for Safety Certification and Technical Clearance of Metro Systems by RDSO issued in January 2013"**.

Accordingly, a fresh proposal on the subject was sent to concerned CRS i.e. Commissioner for Metro Rail Safety/New Delhi for forwarding it to Railway Board. However, the case has not been entertained by the CMRS/NDLS with the advice that it should be processed to Rly. Board through RDSO and CCRS as done in IR, as the **Para 8.2** of the above referred RDSO document deals with infringements or deviation to approved SOD for fixed installations and not for rolling stock.

The matter pertains to ED(WP) may kindly see & do n.a.
07.03.14
ADE(civil)

ED (WP)
7/3/14

(मेट्रो भवन, फायर ब्रिग्रेड लेन, बाराखम्बा रोड, नई दिल्ली-110001)
Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001

FTS 19035

A/CE 25/2 EDCE(G)

भारतीय संसद
PARLIAMENT OF INDIA
राज्य सभा सचिवालय
RAJYA SABHA SECRETARIAT

टेलीग्राम : "परिषद"
फैक्स :
दूरभाष :
वेबसाईट : http://rajyasbhahindi.nic.in
ई-मेल :
संसद भवन/संसदीय सौध,
नई दिल्ली-110001

Telegram : "PARISHAD"
Fax :
Telephone :
Website : http://rajyasabha.nic.in
E-mail :
Parliament House/Annexe,
New Delhi-110001

No. RS. 6(18)/2014-Com.II **Dated the 18th February, 2014**

OFFICE MEMORANDUM

Subject: Representation regarding the problems being faced by the rail commuters in Mumbai

The undersigned is directed to forward herewith a copy of the representation, received from Dr. Kirit Somaiya, ex-MP and Shri Ashok More, r/o Mumbai, dated the 10.02.14, forwarded by Shri Prakash Javadekar, MP to the Chairman of the Committee on Petitions, on the subject cited above and to request that the Ministry may take such action as deemed fit in the matter under intimation to the Secretariat and the representationist **latest by the 3rd March, 2014**.

(RAJENDRA TIWARI)
Deputy Director
Tel: 23035577(O)

To

Ministry of Railways,
{Attn: Shri Manish Kumar, Joint Secretary}
Government of India,
Rail Bhawan,
New Delhi.

21/2/14

Ref. above:

The main thrust of the demand made in the enclosed representation is about to bridge the gap between platforms and train at various stations in Mumbai area and large nos. of casualties are on site due to gap between platforms & train.

As desired by RS.s (Committee on Petitions), Adv/L&A may kindly see for n.a.

21/2/14 DS(P)

D.S. (P)

DDCE-I

Adv/L&A

The file about matter pertain to AM/CE + EDCE(G) of does not pertain to L&A directorate.

24/02/14 Adv (L&A)

Prakash Javadekar
Member of Parliament
Spokesperson, BJP

Res.: 24, Mahadev Road, New Delhi-110001
Phone : 011-23352124 Fax : 011-23765111
e-mail:pjavadekar@gmail.com

To
The Chairman
Petition Committee (Rajya Sabha)
Parliament House
New Delhi

10th February 2014

The petition of Kirit Somaiya Ex Member of parliament & Shri Ashok More(Father of Monika More the Victim). Both the petitioners are residing in Mumbai would like to submit petition on behalf of the Commuters of Mumbai Railways & Monika More & pray

Problems of Mumbai Railway Commuters& Prayer

- High level of casualties of passengers in Mumbai local trains.
- Horrible distances between platforms and trains
- The distance varies from 12.5 cm to 42 cm at various platforms
- Horrible status of the platforms, services of the platforms, pit/gaps/hole
- Need directions/instruction to keep safe distance at each and every platform and immediate repair of pit/gauge hole of all the platforms.
- Monika lost both hands on 11/1/14 without any of her fault
- Dozens of casualties' daily costing life of the passengers.
- We have submitted details of dozens of platforms/gaps/distances such as Mulund, Bhandup, Vikhroli, Ghatkopar, Kurla, and other station having horrible distance between the platforms and local trains.
- e.g. on 11/1/14 Monica More, a student of SNDT Women's' College, Ghatkopargot trapped on in the gap/pit between the local train and platform on Platform 2, lost both hands, now admitted in KEM Hospital
- No remedial measures on the above issue have been taken in spite of repeated request and representation in past several months.

We are approaching and submitting this petition, a petition of thousands of passengers of Mumbai local trains herewith with a request to admit & issue directives to Railway Authorities to understand the problem and take measures of passenger's safety.

With regards,

Dr. Kirit Somaiya, Ex. MP	9/C, Neelam Nagar, Mulund (E), Mumbai-81	
Mr. Ashok More	Bldg.59,Kurla Nehru Nagar, Mumbai	

Ashish Shelar - " -

(Mr. Prakash Javdekar- MP)

Dr Kirit Somaiya CA, Ph.D.
Ex - Member of Parliament

Bharatiya Janata Party

10th February 2014

To
The Chairman
Petition Committee (Rajya Sabha)
Parliament House
New Delhi

Sub: 1)Miss Monica More and other such passengers' casualties in Mumbai Railways.
2)Passenger Safety Norms

Respected Sir,

I along with thousands of commuters of Mumbai local trains and also Mr. Ashok More (father of victim Miss Monica More) submit a petition to you for acceptance and issuance of appropriate direction to the concerned authorities.

Problems of Mumbai Railway Commuters.

- High level of casualties of passengers in Mumbai local trains.
- Horrible difference between platforms and trains – distance varies from platform to platform, train to train.
- The distance varies from 12.5 cm to 42 cm at various platforms in Mumbai.
- Horrible status of the platforms, services of the platforms, pit/gaps/hole on the platforms.
- Need directions/instruction to keep safe distance at each and every platform and immediate repair of pit/gauge hole of all the platforms.
- Dozens of casualties daily costing life of the passengers.

We would like to give one example. last month 16 years old Miss Monica More, a student of SNDT Womens' College, Ghatkopar, Mumbai got trapped on in the gap/pit between the local train and platform on Platform No. 2. She lost both of her hands, now admitted in KEM Hospital, Mumbai.

No investigation, action either by the Railway Authorities or by the GRP/Police has been observed though the accidents occurred 25 days ago.

Although the Railway Minister awarded special compensation, the gap/pit is refilled in next few days but Monica has lost both of her hands. Police/GRP has not taken any steps against criminal negligence.

Neelam Nagar, Phase II, Mulund (East) Mumbai 400081. Tel.: 21634152

Dr Kirit Somaiya CA, Ph.D.
Ex - Member of Parliament

Bharatiya Janata Party

We have submitted details of dozens of platforms/gaps/distances such as Mulund, Bhandup, Vikhroli, Ghatkopar, Kurla, and other station having horrible distance between the platforms and local trains.

No remedial measures on the above issue have been taken in spite of repeated request and representation in past several months. Now a vague statement of rationalization of the distance between the platforms and local trains has been issued by the Railway Authorities.

We are approaching and submitting this petition, a petition of thousands of passengers of Mumbai local trains herewith with a request to admit the same..... issue directives to Railway Authorities to understand the problem and take measures of passengers safety.

With regards,

(Dr. Kirit Somaiya, Ex. MP)

(Ashoke More)
Father of Victim

(Ashish Shelar)

Neelam Nagar, Phase II, Mulund (East) Mumbai 400081. Tel.: 21634152

दूरभाष Tel. : 23417910/12
फैक्स Fax : 23417921

दिल्ली मेट्रो रेल कॉर्पोरेशन लि०
DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एंव दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

No. DMRC/Elect./TR/CMV/ 10623 Dated 26.02.2014

To

The Executive Director/Civil Engg/G
Railway Board,
Ministry of Railways,
New Delhi-11

(Kind attn. : Sh. Alok Kumar)

Sub: Condonation of infringement to DMRC Schedule of Dimensions (BG/SG), 8 wheeler self propelled Catenary Maintenance Vehicle (CMV), manufactured by M/s BEML, Bangalore on DMRC BG/SG Rail Network.

Ref: (i) RDSO letter No. UTHS/66/DMRC dt. 16.01.14 (Copy enclosed)

A proposal for obtaining condonation of infringement to DMRC Schedule of Dimensions (BG/SG) for 8 wheeler self propelled Catenary Maintenance Vehicles (CMV), manufactured by M/s BEML, Bangalore on DMRC BG/SG Rail Network, was under process in RDSO since 18.2.11. DMRC has been regularly following-up with RDSO & has been submitting all required documents in this regard. However, now RDSO vide letter referred above has advised DMRC to approach Railway Board through concerned CRS/CMRS for condonation to deviation from SOD, referring **Para 8.2 of "Procedure for Safety Certification and Technical Clearance of Metro Systems by RDSO issued in January 2013"**.

Accordingly, a fresh proposal on the subject was sent to concerned CRS i.e. Commissioner for Metro Rail Safety/New Delhi for forwarding it to Railway Board. However, the case has not been entertained by the CMRS/NDLS with the advice that it should be processed to Rly. Board through RDSO and CCRS as done in IR, as the **Para 8.2** of the above referred RDSO document deals with infringements or deviation to approved SOD for fixed installations and not for rolling stock.

ED(WP)
& 3/3/14
[TA/Work
28/2/14
o/c Matter pertained to ED(WP).
03.03.14
ADE (Civil)

Since we had approached RDSO initially, lot of time is already lost in obtaining the condonation and now with this lack of clarity on this issue our proposal has come to a log-jam. Though we had again requested RDSO to take up our proposal already available with them, however a clear policy guideline from Rly. Bd. will certainly expedite the issue.

Another policy issues on which DMRC would like to request Rly. Bd. to reconsider is "Oscillation Trials" for issue of speed certificate. It is understood that oscillation trials can be dispensed-with, with the approval of CCRS for rolling stock of IR. Similar exemption has not been extended to Rolling Stock of Metro System whereas many of the maintenance vehicles like tower wagon etc are planned to be run at much lower speed such as 25 KMPH. It is requested that similar dispensation may also be allowed on Metro Systems.

In view of above, it is therefore requested to kindly review a) the contents of above referred **Para 8.2** so as to resolve and clarify the issue of condonation of infringement to SOD of rolling stock and b) **Para 7** for formulation of policy for exemption of oscillation trials for speeds upto 50 KMPH for new rolling stock on Metro network.

25-2-14

(S.K.Kashyup)
CGM/E/RC-1

Copy to :

I) Executive Director/ Works/P , Railway Board , Ministry of Railways, New Delhi-110001 for kind information and n.a (kind attention Sh. K.K.Aggarwal)

FOREWORD

The Correction Slips (CSs) to various codes and manuals pertaining to the Engineering Department are being issued by various nodal authorities, which have been nominated by the Railway Board. There had been reports that the same were not reaching the concerned officials down the line.

It was, therefore, decided by the Railway Board (M.E) vide letter No. 2004/CE-II/CS/1 dated 05-02-04 that in addition to the issue of CSs by nodal authorities as per extant practice, the same shall also be compiled and published in the form of a booklet twice a year, i.e. on 30th June and 31st December by IRICEN and re-circulated to the Railways, containing the CSs issued during the preceding six months. Accordingly, six volumes of Compendium of Correction Slips had been brought out till date. In order to provide continuity, an abstract of previous volumes of Compendium of Correction Slips has been prepared giving the details of Correction Slips to each of Codes & Manuals, contained in the respective volumes.

This is the seventh volume containing CSs issued during the period between July '07 to December '07. The pages have been printed on one side only, so as to facilitate tearing/ pasting/updating the codes and manuals by the concerned officials. The contents are also available on the IRICEN website www.iricen.gov.in

Pune
31st December '07

Director
IRICEN

CONTENTS

S No.	CODE / MANUAL	PAGE No.
1	INDIAN RAILWAYS PERMANENT WAY MANUAL (Second Reprint - 2004)	1
2	INDIAN RAILWAYS BRIDGE MANUAL - 1998	3
3	INDIAN RAILWAYS WORKS MANUAL - 2000	4
4	MANUAL OF INSTRUCTIONS ON LONG WELDED RAILS (Second Reprint - 2005)	5
5	MANUAL FOR FLASH BUTT WELDING OF RAILS (Reprint - 2004)	6
6	MANUAL FOR FUSION WELDING OF RAILS BY THE ALUMINO-THERMIC PROCESS - 1998	7
7	MANUAL FOR ULTRASONIC TESTING OF RAILS AND WELDS REVISED - 2006	11
8	MANUAL FOR GLUED INSULATED RAIL JOINTS - 1998	20
9	INDIAN RAILWAYS TRACK MACHINE MANUAL - 2000	21
10	MANUAL OF INSPECTION SCHEDULES FOR OFFICIALS OF ENGINEERING DEPARTMENT - 2000	22
11	RAILWAYS (OPENING FOR PUBLIC CARRIAGE OF PASSENGERS) RULES, 2000	23
12	INDIAN RAILWAYS SCHEDULE OF DIMENSIONS 1676 mm GAUGE (BG) REVISED - 2004	24
13	INDIAN RAILWAYS CODE FOR THE ENGINEERING DEPARTMENT (Third Reprint - 1999)	37
14	GUIDELINES FOR EARTHWORK IN RAILWAY PROJECTS	38

Important Paper. 57

CHAPTER II

RAILWAY ADMINISTRATIONS

Zonal Railways.

3. (1) The Central Government may, for the purpose of the efficient administration of the Government railways, by notification, constitute such railways into as many Zonal Railways as it may deem fit and specify in such notification the names and headquarters of such Zonal Railways and the areas in respect of which they shall exercise jurisdiction.

(2) The Zonal Railway existing immediately before the commencement of this Act shall be deemed to be Zonal Railways constituted under sub-section (1).

(3) The Central Government may, by notification, declare any unit of the railways engaged in research, development, designing, construction or production of rolling stock, its parts or other equipment used on a railway, to be a Zonal Railway.

(4) The Central Government may, by notification, abolish any Zonal Railway or constitute any new Zonal Railway out of any existing Zonal Railway or Zonal Railways, change the name or headquarters of any Zonal Railway or determine the areas in respect of which a Zonal Railway shall exercise jurisdiction.

Appointment of General Manager.

4. (1) The Central Government shall, by notification, appoint a person to be the General Manager of a Zonal Railway.

(2) The general superintendence and control of a Zonal Railway shall vest in the General Manager.

CHAPTER III

COMMISSIONERS OF RAILWAY SAFETY

Appointment of Chief Commissioner of Railway Safety and Commissioners of Railway Safety.

5. The Central Government may appoint a person to be the Chief Commissioner of Railway Safety and such other persons as it may consider necessary to be the Commissioners of Railway Safety.

Duties of Commissioner.

6. The Commissioner shall—

(a) inspect any railway with a view to determine whether it is fit to be opened for the public carriage of passengers and report thereon to the Central Government as required by or under this Act;

(b) make such periodical or other inspections of any railway or of any rolling stock used thereon as the Central Government may direct;

(c) make an inquiry under this Act into the cause of any accident on a railway; and

AK. FTS No - 1335/12249
SS/16

Sub:- Expeditious disposal of on-line (CPGRAMS) complaints - pending as on 06.10.2013.

Ref : Dir.(PG)'s note no. 2013/PG/16/1/Online/CPGRAMS(Coord), dated 23/29.08.2013.

In above reference, the following item pertains to Safety Dte.:-

1. Registration No. MORLY/E/2009/00409, Dated 19.02.2013
Name of the Complainant : Shri Anand Kumar
Subject in brief : Loss of life due to train accidents.
Copy of the Online Complaint is enclosed.

2. Adv. (Safety) may see for the necessary action.

DD/CE-I
01.11.2013

EDCE(G)

Adv. (Safety)
(Recd on 6-11-2013)

DD/Safety (ADV) - II

The subject complaint is regarding wide gap between coach and platform in Railway leading to loss of life while boarding or deboarding the train. The subject therefore pertains to EDCE/G. Safety Dte. is not concerned.

14-11-13
DD/Safety CEnp.

ED/Safety-I

EDCE-G

The complaint is about faulty design that leaves wide gap between coach & platform thus leading to loss of life. No date of loss of life due to this reason has been asked hence the matter does not pertain to Safety dte. This being a technical issue needs to be dealt by CE & mech-dtes.

14/11/13

DDCG-I
14/11/13

The subject matter pertains to C&D Branch. May kindly see for n.a.

17/2/14

Sanjay
SO/CE-I

DD/CE-I 17.2.14

ADE/Civil.

Two letter dated 19.02.14 issued to Director General(RDSO) and General Manager, CR & WR (copy placed below) regarding Height of Passenger platform at suburban stations May kindly see for n.a.

Jyadav
20.02.14,
ADE(civil)

DDCE-I

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

No. 2007/CEDO/SD/IRSOD/O New Delhi, Dated 19th February 2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Modification to IRSOD, 2004 for matters related to the height of passenger platforms at suburban stations.

Ref : Railway Board' letter of even no. dated, dated 20.12.13.

In continuation to Board's letter of even no. dated 20.12.13 with reminders, dated 27.01.14 & 03.02.2014; please find enclosed herewith a copy of Board's letter no. 2007/CEDO/SD/IRSOD/O, dated 19/02/14 on the above subject.

Board (MM, ML, MT & ME) have approved raising the height of high level passenger platforms from existing range of 760mm - 840mm to the revised range of 840mm - 920mm for Mumbai suburban platforms to mitigate the hardship being faced by passengers in Mumbai suburban area.

RDSO may, therefore, send dráft proposal for suitable modification & resultant ACS to IRSOD for approval of Board.

DA : As above

19.02.14

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

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

No. 2007/CEDO/SD/IRSOD/O New Delhi, Dated 19th February 2014

The General Manager,
Central Railway,
Mumbai, CST.

The General Manager,
Western Railway,
Churchgate, Mumbai.

Sub : Height of passenger platforms at suburban stations.

Ref : (i) RDSO's letter no. CT/SD/Rev./BG/MG, dated 24.11.2012.

(ii) Minutes of the meeting circulated vide Railway Board's letter no. 2007/CEDO/SD/IRSOD/O, dated 19.11.2012.

Board (MM, ML, MT & ME) have approved raising the height of high level passenger platforms from existing range of 760mm - 840mm to the revised range of 840mm - 920mm for Mumbai suburban platforms to mitigate the hardship being faced by passengers in Mumbai suburban area.

The above approval of Board is in continuation to RDSO's advice and minutes of meeting under reference, according to which, the Railway will have to ensure that the worst maintenance conditions in rolling stock and track are not allowed to occur and maintenance practices and monitoring system are improved by Railway.

Since as per provisions contained in Para 4 of Schedule-I of Chapter-II of IRSOD 2004, maximum height of high level passenger platform is 840mm; RDSO is being advised to examine and process for incorporation of suitable Clause in IRSOD for maximum height of suburban passenger platform to 920mm for operation of suburban coaches (EMU stocks).

However, in the interim period, Railways may process for sanction of Railway Board for condonation to existing provisions of IRSOD. Central & Western Railways should take necessary action accordingly with specific mention regarding improved maintenance practices for rolling stock and track under such circumstances.

(आलोक कुमार) 19.02.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information & necessary action to :

- The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.
- The Director General, RDSO, Lucknow in reference to above mentioned letter.

52

Realbl no. 14715/2014

No. 2006/RE/138/4 vol. I (Loose file)

Sub: Condonation for Infringement of OHE foundations to item no 8(iii) (a) &(b) of IRSOD in connection with Railway Electrification in Gr141 Section Chhapra Jn (excl) to Gorakhpur Cantt(excl) on North Eastern Railway.

Ref: CPM/RE/Gorakhpur's letter No. RE/GKP/EL/BGC/CRS/342 dated 12.02.2014 in connection with meeting held in Railway Board's office on 12.02.2014 (Copy enclosed).

In the meeting held in Railway Board's office on 12.02.2014 which was attended by EDCE(G)/Railway Board, EDRE(P)/Railway Board, Director(RE)/Railway Board, EDTI/RDSO, CPM/RE/GKP, CTE/NER, Director (TI)/RDSO, JD/Track Machines/RDSO, following issues were discussed and decided:

1. RDSO to examine the effect of partially cutting the OHE foundations on the stability of OHE structures so as to ensure clearance of 2575 mm from edge of foundation to centre line of track as per IRSOD stipulations.

2. Based on the Technical Report of RDSO, CPM/RE/GKP shall submit time bound program for cutting of 2204 OHE foundations (i.e. where implantation is more than 2575 mm). **Accordingly, condonation proposal will be processed in Board so** that application to CRS can be submitted by the Project Unit. It was also informed that this project is in CRB's monitoring list for which review is also planned by CRB on 18.02.2014.
3. Permanent condonation proposal shall be processed in Board's office for the 537 foundations where implantation is less than 2575 mm. This is because rejection of these foundations will result in cascading effect on relocation of a series of OHE masts and involves huge quantum of work and cost.

In terms of the above discussions, RDSO has now submitted their calculations to CPM/RE/GKP (copy enclosed) and have certified that foundations are found to be safe after cutting to achieve 2575 mm distance from centre line of track to edge of foundation as per IRSOD-2004. RDSO has also advised CPM/RE/GKP that proper process may be followed to ensure that cracks do not develop in foundations.

Based on the above referred letter of RDSO, CPM/RE/GKP has submitted detailed bar chart and action plan for cutting of these 613 no. of foundations in Chhapra-Siwan-Gorakhpur, Siwan-Thawe, i.e. Group-141 . **It is requested to process for temporary condonation of these foundations**. CPM/RE/GKP in the given bar chart has given time frame upto February' 2015 for partial cutting/trimming of these foundations.

Permanent condonation case may be processed for balance 537 foundations in Group-141. The list of foundations location is attached.

N.K. Raj 14/2/14
EDRE(P)
14.02.2014

EDRE/P

o/c

DA: As above

EDCE(G)
ADE/Civil

Both the cases already have processed.
Syachan
19.02.14
DRE/P(G) to foundation case book
ADE/P(Civil)

No.2014/CEDO/SR/02

S.No.1 Receipt

Sub : Running of Rail Borne Maintenance Vehicle (RBMV) Model RBMV.01, manufactured by M/s Phooltas Harsco Rail Solutions Pvt., Ltd., Patna, to run on its own power as well as in train formation, at a maximum speed of 65 Kmph on various BG sections of South Western Railway.

1. The PUC (SN-1/2) is received from Chief Bridge Engineer, South Western Railway, Hubli, duly forwarded through CCRS (SN-1) & CRS/ Southern Circle / Bangalore (SN-1/1), seeking the sanction of Ministry of Railways, Railway Board for running of Rail Borne Maintenance Vehicle (RBMV) Model RBMV.01, manufactured by M/s Phooltas Harsco Rail Solutions Pvt., Ltd., Patna, to run on its own power as well as in train formation, upto a maximum speed of 65 Kmph or sectional speed whichever is less on various BG sections of South Western Railway.

2. It is proposed to run for the sections mentioned in South Western Railway's Joint Safety Certificate no. 05/2013 (SN-1/4 to SN-1/8), RDSO's Provisional Speed Certificate no. TM/HM/11/31/ RBMV, dated 18.12.2012 (SN-1/17) and other certificate accompanying with the application and further subjected to the restrictions/conditions as given in above Certificates.

3. As per Para 2.5.2 (General) (SN-1/19) of RDSO's Speed Certificate, dated 18.12.2013, the profile of Rail Borne Maintenance Vehicle Model RBMV.01 **does not infringe IRSOD (BG) (Revised)-2004.**

4. The application has been duly forwarded by CRS/Southern Circle and CCRS/LKO.

5. In view of the above, the case is put up for Board's sanction for running of Rail Borne Maintenance Vehicle (RBMV) Model RBMV.01, manufactured by M/s Phooltas Harsco Rail Solutions Pvt., Ltd., Patna, to run on its own power as well as in train formation, upto a maximum speed of 65 Kmph or

sectional speed whichever is less on various BG sections of South Western Railway.

13/1/14

15-01-14
ADE/Civil

EDCE(G) Para 5 above may kindly be considered for sanction by Board.

13.1.14

Adv/Safety 17-01-14

AM/CE 20/01/14

MM 22/1

ML 22/1/14

MT wanted to know the purpose for using this vehicle.

MT

ME

EDCE(G)

No. 2012/CEDO/SD/RS/04 (Duplicate) S. No. 2Receipt

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

1. The original case file no. 2012/CEDO/SD/RS/04 has been processed by CE (G) Directorate for Board's (MM, ML, MT & ME) approval through Adv/Safety on 05.07.2012 and found untraceable (SN-1).

2. Based upon photo copies (SN-2 to SN-2/18), as given by RE Dte., a duplicate file has been created.

3. The P.U.C.(SN-2/1) is an application from ED/Track-I, for Director General/Track, R.D.S.O., Lucknow, duly forwarded through C.C.R.S./LKO(SN-2), seeking the sanction of Ministry of Railways, Railway Board for condonation of infringement to IRSOD of 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01.

4. The design of above 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) infringes :

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

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

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

of Schedule I, Chapter-IV(A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 (SN-3), as shown in Annexure-I (SN-2/3).

5. The above infringements in Para 4 have already been condoned by Railway Board's vide letter no. 2004/CEDO/SR/19, dated 04.01.2005 (SN-2/4): regarding "Infringement of IRSOD by Utility Track Vehicle (UTV) supplied by M/s Phooltas Tamper Pvt. Ltd, Patna."

6. The application has been duly forwarded by CCRS/LKO with following condition :

"Instructions related to movement of the machine on Points and Crossings/Turnouts and Diamond Crossings should be incorporated in the Speed Certificate whenever being issued. In

addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should also be clearly mentioned in Speed Certificate."

7. In view of the above, the case is put up for Board's sanction for condonation of infringement to IRSOD of 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01, with CCRS condition given in Para 6 above.

03/08/12
TA/EDCEG

- ADE/Civil 3.8.12
- EDCE(G)
- EDRE/P
- Adv (Safety)
- AM/CE
- MM
- ML
- MT
- ME

As desired, letter for RDSO is placed below for sig. of PR, if approves.

TA/EDCE(G)
06/8/12

- ADE/Civil 6.8.12

- EDCE(G) 7/8/12

- ADE/Civil SN.3 issued on 7.8.12

SH-4 (Receipt) (w.r.t. SH/3)

No. 2012/CEDO/SD/RS/04 (Duplicate) SN / 2 & 4 Receipt

Sub : Condonation of infringement to IRSOD 2004 for 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd. to RDSO Drg. no. MEMV-00 01/00, REV.01.

Ref : CCRS's office letter no. Q.11027/8/2012-T.W., dated 03.7.12 (SN/2).

1. Vide letter referred above, CCRS has forwarded RDSO's letter no. CT/DDL/DMU, dated 14.02.12 (SN/2-1) for Board's condonation, the infringement to IRSOD 2004 by 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna, to RDSO Drg. no. MEMV-00 01/00, REV.01 with following condition :

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

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

3. Therefore, it is the considered opinion that such derailment-prone 4-wheeler rolling stocks should not be added further to the fleet on IR system.

4. Since the case has been processed for condonation of infringement to IRSOD 2004 at the design stage of the proposed rolling stock, it cannot be agreed to. The Design should instead be done for the 8-wheeler Mast Erection Machine Vehicle and the infringements, if any thereafter, may be considered by Board for condonation etc. (A)

5. RDSO's clarification vide SN/4 that *"The Squeeze Load Test and prototype inspection of MEMV have already been carried out by different Directorates of RDSO"* is not acceptable, since development & manufacturing of any stock has to be done only after sanction of Board to infringement, if any to IRSOD 2004.

6. In view of above, RDSO and Electrical Directorate need to be advised accordingly.

TA/EDCE(G)
21.8.12

- EDCE(G) (A) may kindly be considered for approval 21.8.12
- AM/CE 21/8/12
- MT
- ME Has the Vehicle been manufactured or it will be manufactured after condonation? If already manufactured, what use it will be put to? 27/8/12
- ML

The present case is for condonation to the three dimensions mentioned at **NP 1** while procuring 7 nos. of self propelled masts erection machine vehicles vide Railway Bd.'s order of March, 2010. EDCE(G) has raised objections as these machines are of four wheeler type and may be derailment prone. In this respect, following is brought out :

1. The design of these 4 wheeler MEMVs is exactly the same as that of UTVs used as a effective track machine, both being of four wheeler design, with speeds restricted to 80 KMPH. For both MEMV and UTV, speed is not the main criteria and their utility lies in towing the loaded BFRs and erecting the masts or dropping the rails at the required locations. In this entire operation speeds are going to be limited only.
2. Orders for 4 wheeler UTVs are continuously being placed by the Track Machine Dte. because of the utility they have served so far. For example, the latest global tender for UTVs, floated by Track Machine Dte., is of 16.4.12 for 18 nos. (**SN 5**). It is understood that no derailment cases have been reported on the UTVs so far. In fact, condonation to the three dimensions, are the same dimensional condonations which were accorded for the UTV vide Railway Bd.'s letter No. 2004/CEDO/SR/19 dated 4.1.2005 (**SN 2/4**). While processing the condonation case for MEMV, ED (Standards)/Carriage/RDSO and ED (Track)/RDSO have quoted this letter of Railway Board. It is probably for the same reason that RDSO did not seek condonation prior to manufacture in the present case of MEMV.
3. Cost of 8 wheeler mast erection vehicle, though not designed so far, will be almost double that of the 4 wheeler mast erection vehicle. Even then the speed potential cannot be utilised because OHE masts have to be erected in each foundation, i.e. after every 60 to 70 m.
4. Out of the order of 7 nos. MEMVs, one no. has already been manufactured and squeeze test cleared by RDSO. Prototype has been done by RDSO (Carriage, Motive Power, TI Dtes.) in July' 2012.

Hence, the case is put up for Board's sanction for condonation of infringement to IRSOD of 4-wheeler Self Propelled Mast Erection Machine vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01, with condition laid down by CCRS and given in para 6 on NP-1. It may be seen that values to be condoned are also exactly the same for MEMV and UTV **(SN-2/3 & 2/4)**.

(A)

ADV/RE
28.8.2012

Adv.(Safety) 1. four wheelers, as a policy, is being eliminated due to propensity for derailment.
2. Board may take a view for manufacting of such vehicles.

AML

AM (CE) There are special utility based vehicles and may be permitted 28/8

ML 28/8/12

MT Since MEMVs and UTVs are similar 4-wheeler vehicles for special purpose, we may allow condonation. 28/8/12

MM

[ME]

AM/ME Utility Track Vehicle (UTV) supplied by same firm viz. M/s Phooltas for track organisation 5/9/12

running with these condonations. It would therefore be in order to permit Mast Erection Machine Vehicle (ME MV)

4/9/12

~~to MM~~

4/9/12

ME

MT such ME may kindly discuss with us jointly as per their convenience.

Addl DG/SF MT

As discussed, ME may kindly consider.

1.10.12 ML

Do we intend manufacturing more such vehicles? If yes this is a one off case, we may have to reconsider.

ME

Addl DG/R&D ME

MM

2C

No.2012/CEDO/SD/RS/04 (Duplicate)/FTS-48943.

Following points are put up for consideration of **Board (ML, ME)**:

1. These MEMVs are of the same design as the UTVs used for track maintenance. Eighty numbers of these type UTVs are already in use on IR. Moreover, Track Directorate is purchasing about twenty such machines every year and recently also an order of eighteen numbers is under vetting.
2. Seven numbers of MEMVs are being purchased against this order and another tender for five numbers is due for opening on 10th October, 2012.
3. These self-propelled machines are very useful for electrification for erecting masts/portals.
4. In view of above condonation as requested on NP-2 (para-7) may please be accorded.

Adviser RE
05-10-2012

In future, it is planned to acquire 8-wheeler vehicles for this purpose. ME may please agree to the proposal at np-2

~~ME~~

~~ME~~ * (A) on np-2 approved for 7+5 (seven being spare) MEMVs.
* EDCE/G may N. discuss also

5.10.12

6/10

EDCE/G.

1. Discussed with ME on dated.
2. Please issue the letter as appd. by Board.
3. Please also write to DG/RDSO for 8-wheeler design of UTVs and subsequent procurement of only 8-wheeler UTVs by Engg. Deptt.

16.10.12
EDCE/G

To
ADE/Civil

SNo. 8 Issued dated 16.10.12
SNo. 9 Issued dated 17.10.12

17.10.12

25 SNO.9

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

सं. 2012/CEDO/SD/RS/04

New Delhi, Dated 17.10.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

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

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

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

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

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

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

17.10.12

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

सं. 2012/CEDO/SD/RS/04

New Delhi, Dated 17.10.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. Q.11027/08/2012-T.W., dated 03.07.2012
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Directors - Track/I, Track Machine, T.I. and Motive Power, RDSO/Lucknow
(v) ED/Track Machines and EDRE(P), Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
Railway Board

17.10.12

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

SNO2 अनुभा - 7-24

: चीफकाम
ग्राम : Chiefcom
Mail : chiefcom@rediffmail.com

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

भारत सरकार

नागर विमानन मंत्रालय

रेल संरक्षा आयोग

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

संख्या–क्यू.11027 / 8 / 2012–टी.डब्लू.

दिनांक:03.07.2012

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

[ध्यानार्थ : EDCE(G)]

विषय: Condonation of infringements to IR Schedule of Dimensions (BG)-Revised 2004 of 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna-to its Drawing Layout No.MEMV-00 01/00,REV.01.

संदर्भ:अनुसंधान, अभिकल्प और मानक संगठन, लखनऊ का पत्र संख्या–CT/DDL/DMU,दिनांक 14.2.2012.

.....

The above subjected case was forwarded by Research, Design & Standards Organisation,Lucknow vide letter under reference.

In reference to this office letters of even number dated 05-03-2012 and 01-06-2012, certain clarifications were sought from R.D.S.O which have been clarified by RDSO vide their letter nos. CT/DDL/DMU,Dated 24.05.2012 ; TI/OHE/4WDHTW/PHOOLTAS/12, Dated 29-05-2012 and CT/DDL/DMU ,25.06.2012.*Copies of these letters are also enclosed.*

Subject case is now hereby forwarded for necessary action with the following condition:-

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

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

संलग्नक: उपरोक्त ।

(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यां
कृते मुख्य आयुक्त रेल संर

प्रतिलिपि प्रेषित–

कार्यकारी निदेशक (ट्रैक– I), अनुसंधान ,अभिकल्प और मानक संगठन, लखनऊ।

प्रेषित किया

फैक्स/Fax : 91-0522-2458500
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK', Lucknow
टेलीफोन/Tele : 2451200 (PBX)
2450567 (DID)

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011

Dated 14.2.2012

No.CT/DDL/DMU

The Chief Commissioner of Railway Safety,
Ministry of Tourism and Civil Aviation,
North Eastern Railway Office Compound,
Ashok Marg, Lucknow- 226 001.

Sub: Condonation of infringements to IR Schedule of Dimensions (BG)-Revised 2004 of 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd, Patna.

Ref: Carriage Directorate's letter No. MC/4W/MEMV dated 10.02.2012

*****

1.0 A copy of above proposal has been received again vide letter no. MC/4W/MEMV dated 10.02.2012 (copy enclosed).

2.0 Railway Board's vide their tender no. RE(S)/11/2009/0002/7/1 opened on 04.09.09 had placed an order to M/s Phooltas Tamper Pvt. Ltd, Patna for procurement of Electric/Diesel Hydraulic Mast Erection Machine Vehicle (MEMV). Four wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) has been manufactured as per layout drawing nos. MEMV-00 01/00, REV.01.

Mast Erection Machine Vehicle (MEMV) infringes with respect to Indian Railways Schedule of Dimensions (BG), Revised-2004 as per details given in Annexure-I. Clarification for such infringements and reasons for condoning the infringement have also been indicated in the Annexure-I.

A letter addressed to Secretary (Engg.) along with necessary drawing and Annexure-I in duplicate is enclosed herewith.

It is requested that the same may please be forwarded to Railway Board along with your recommendations on infringements involved.

Encl: (1) Annexure-I.
(2) Rly.Bd. letter No.2004/CEDO/SR/19, dt.04.01.05.
(3) Drawings No. MEMV-00 01/00, REV.01.

(Sonvir Singh)
Executive Director/Track-I
for Director General/Track

Copy to: Executive Director/Carriage - for kind information please.

2/2 22

Fax: 0522-2458663
Tele:0522-2450297/2405767
PBX: 0522-2451200-02840/42843
0522-2492840/2402843
EMAIL:edtrack@gmail.com
dtd4rdso@gmail.com

सत्यमेव जयते

भारत सरकार- रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन,
लखनऊ-226011
Government of India-Ministry of Railways
Research Designs & Standards Organization
Lucknow-226011
An ISO: 9001 Certified Organization

No.CT/DDL/DMU

Dated 24.05.2012

The Chief Commissioner of Railway Safety,
Ministry of Tourism and Civil Aviation,
North Eastern Railway Office Compound,
Ashok Marg, Lucknow- 226 001

Sub: Condonation of infringements to IR Schedule of Dimensions (BG)-Revised 2004 of 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phoolton Tamper Pvt. Ltd, Patna.

Ref. (i) This office letter of even no. dated 14.02.2012.
(ii) Dy.CRS (Mechanical)'s letter no. Q.11027/8/2012-TW dated 05.03.2012.
(iii) Director/Carriage note no. MC/W/MEMV dated 17.05.2012 (copy enclosed).

In reference to above, para-wise clarification on the remarks, are as under:

S.No.1 for Clause 15
Vehicle is capable of running at a speed of 80kmph with two loaded flat wagons weighing 100t at tangent track. Maximum permissible speed on points & crossings and on curve will be decided on the basis of detailed oscillation trials. Calculation for negotiability of 10 degree curve at 40kmph is attached.

S.No.2 for Clause 19
The calculation as compared with the Mainline coach (Length of 21337mm) is attached. The Mid Throw and End Throw of MEMV is well within that of Mainline coaches. Hence condonation of this infringement will not affect safety.

S.No.3 for Clause 20
The curve negotiability of MEMV has been examined with flat wagon as well as with locomotive, on 10 degree curve (175metre radius). Drawing No. SD12002 for negotiation of MEMV, BFR wagon and Loco coupled on 175metre radius curve is attached. It is found that there is no issue for the MEMV- Flat wagon combination but with locomotive on 10 degree curve and with each CBC compressed by 80mm, the loco buffer is compressed by 113mm.

Since side buffers have a maximum allowable compression of 110mm each (without activation of destruction tube), the maximum allowable compression is exceeded in this case. As for straight track, there is no issue in the coupling or movement of the above mentioned units.

Speed potential on straight, curve and points & crossings will be determined on the basis of detailed oscillation trials as per 3rd Criteria Committee Report of RDSO for assessment of speed potential of Rolling Stock.

It is requested that the proposal for condonation of infringements may please be forwarded to Railway Board along with your recommendations.

Encl: As above

(Sonvir Singh)
Executive Director/Track-I
for Director General/Track

The list of clearance for infringement of [illegible] was received by M/s. Pha[illegible] Ltd. Dimension: 1676mm Gauge (BG)-Revised 2004.

No.	Clause of Chapter IV (A)-Rolling Stock	Description.	Dimension as per SOD (mm)	Proposed dimension (mm)	Magnitude of Infringement (mm)	Remarks
	15	Maximum rigid wheel base for four wheeled vehicles.	3100	6000	1900	Infringement has already been condoned by Rly.Bd. vide their letter No. [illegible] dt.04.01.2005
	19	Maximum length of body or roof for: (a) 4-wheeled vehicle	8500	11900	3400	Infringement has already been condoned by Rly.Bd. vide their letter No. 2004/[illegible] dt.04.01.2005.
	20	Maximum length over side buffers: (a)4-wheeled vehicle	9810	13170	3360	Infringement has already been condoned by Rly.Bd. vide their letter No. 2004/[illegible] dt.04.01.2005.

Note: Certified that there are no other infringements with IR SOD 16 [illegible] Gauge (BG) [illegible] shown above.

(D. K. Agarwal)

[illegible]

2/4 20

MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2004/CEDO/SR/19. New Delhi, dated 04-01-2005

The Director General/Track,
R.D.S.O.,
Manak Nagar,
Lucknow – 226 011.

Sub: Infringement of Schedule of Dimensions by Utility Track Vehicle (UTV) supplied by M/s Phooltas Tamper Pvt. Ltd, Patna, design condonation thereof.

.....

With reference to your application No. CT/TMM/GENL dated 17.11.2004, sent through the Chief Commissioner of Railway Safety, Lucknow, The sanction of Ministry of Railways is hereby communicated for condonation of infringements to item 5, 12, 15, 19(a), 20(a) and 21(a), Chapter-IV (A) of B.G. Schedule of Dimensions 1973 (Reprint) as shown in Annexure-I (enclosed) and drawings enclosed with your above mentioned letter referred to above.

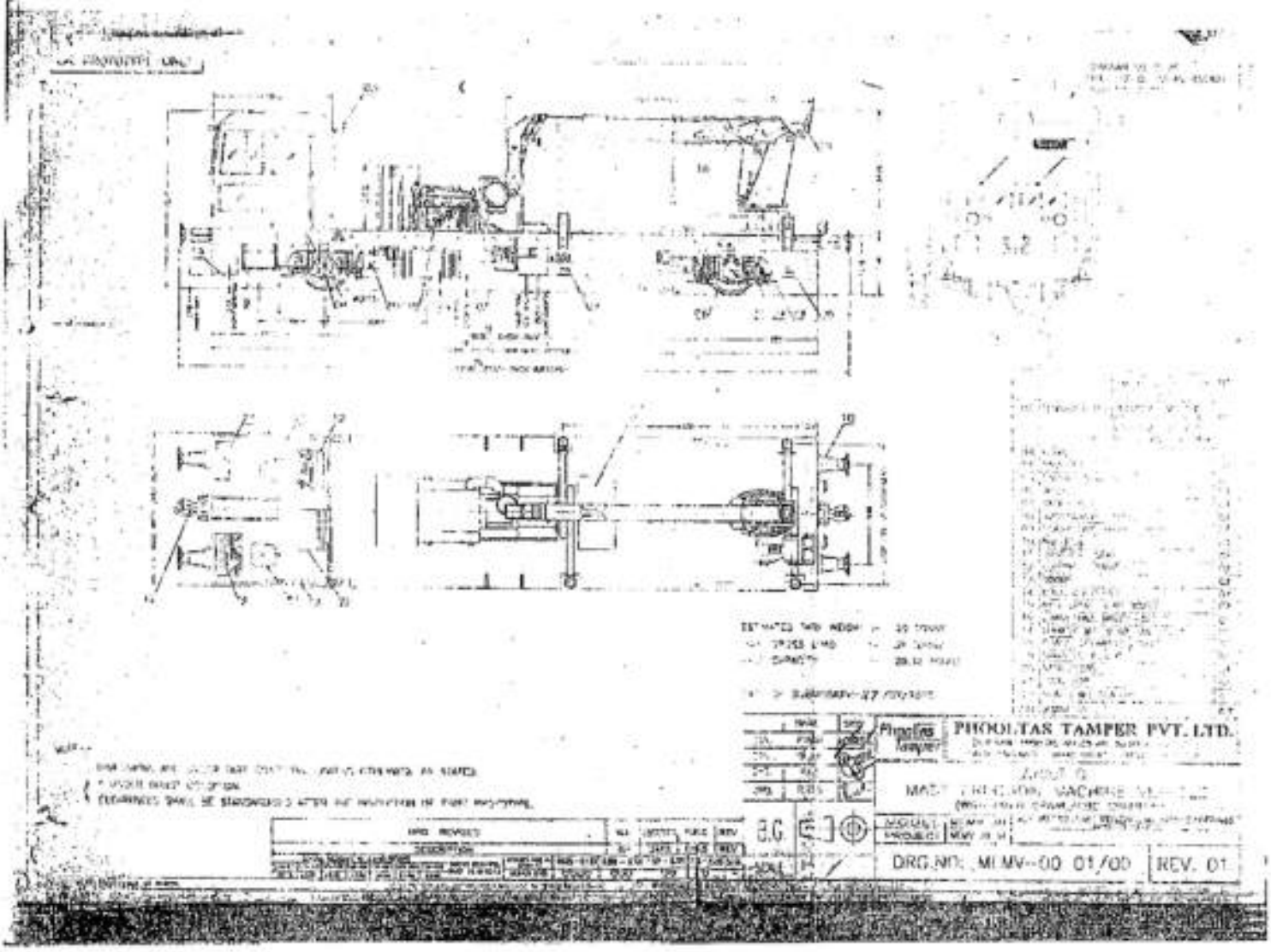
(Pannod Kumar)
Executive Director Civil Engg.(C)
Railway Board.

2004/CEDO/SR/19. New Delhi, dated 04-01-2005

Copy forwarded for information action to the Chief Commissioner of Railway Safety, Lucknow w.r.t. his endorsement No. Q.17014/1/2003-RS-(II) dated 07.12.2004.

(Pannod Kumar)
For Secretary, Railway Board.

2/5 19



PHOOLTAS TAMPER PVT. LTD.

DRG.NO: MLMV--00 01/00 REV. 01

CGW 0001 (Rev. – 3)	Page 4 of 4	Date of issue June - 2012	Calculation No. RDSO/2012/CG/CCAL- 001 (Rev.0)

E. Total displacement in the middle of coach, inside of curve:

Mainline Coaches

= 123+156
= 279 mm

MEMV

= 83+46
= **129** mm

Considering max. Coach width at middle:

$\frac{3250}{2}$ + 279 = **1904** mm

$\frac{3000}{2}$ + 129 = **1629** mm

F. Total displacement in the end of coach, outside of curve:

Mainline Coaches
=123+55+169
= 347 mm

MEMV
= 83+40.5+55.2
= 178.7 mm

Considering max. Coach width at end:
$\frac{3250}{2}$ + 347 = **1972** mm

$\frac{3000}{2}$ + 178.7 = **1678.7** mm

Total displacement of MEMV in inside of curve (at middle) and outside of curve (at end) is less than the Mainline Coaches therefore MEMV coaches can negotiate 10° curves without infringing.

21/6/12

Signature			
Name & Designation	P. C. Narang / ESE	MANOJ KUMAR / SSE	P. Kumar / HOD E
	Prepared by	Checked by	Approved by

Ref: CGW 0001 (Rev. – 3)	Page 3 of 4	Date of issue June - 2012	Calculation No. RDSO/2012/CG/CCAL- 001 (Rev.0)

Total Lateral shift

Mainline Coaches
= 47+21+50+5
= 123 mm

MEMV
= 47+21+10+5
= **83** mm

B. Nosing:

Mainline Coaches

$$= \frac{123 \times 21337}{14783} - 123$$

= 54.53 say 55 mm

MEMV

$$= \frac{83 \times 11900}{8000} - 83$$

= 40.46 say 40.5 mm

C. Mid throw of the coach on the curve of 175 M radius:

Mainline Coaches

$$= \frac{14,783^2 \times 1000}{8 \times 175}$$

= 156.09 say 156 mm

MEMV

$$= \frac{8.0^2 \times 1000}{8 \times 175}$$

= 45.7 say 46 mm

D. End throw outside the curve of 175 M radius:

Mainline Coaches

$$= \frac{21,337^2 \times 1000}{8 \times 175} - 156$$

= 169.19 mm say 169 mm

MEMV

$$= \frac{11,9^2 \times 1000}{8 \times 175} - 46$$

= 55.15 mm say 55.2 mm

Signature Name & Designation	P. C. Nagar/ESE Prepared by	MANOJ KUMAR/ESE Checked by	P. Kumar / ADE Approved by

GW 0001 Rev. – 3)	Page 2 of 4	Date of issue June - 2012	Calculation No. RDSO/2012/CG/CCAL- 001 (Rev.0)

Comparison Calculation of horizontal displacement of coach body of MEMV and Mainline Coaches

S.No.	Data	Mainline Coaches	MEMV
1.	Coach length over head stock	21337 mm	11900 mm
2.	Coach Width	3250 mm	3000 mm
3.	Bogie Centres/wheel base	14783 mm	8000 mm
4.	Track alignment errors	12 mm (laying)	12 mm (laying)
5.	Track alignment tolerance	6 mm (maintenance)	6 mm (maintenance)
6.	Rail wear on each face	10 mm	10 mm
7.	Curve radius	175 M	175 M
8.	Gauge tolerance	10 mm on straight 19 mm on curve	10 mm on straight 19 mm on curve
9.	Bolster sway max.	50 mm	10 mm
10.	Coach length over buffers	22300 mm	13170 mm

A. Lateral displacement inside the curve:

		Mainline Coaches	MEMV
i)	**Due to track tolerance**		
	Track alignment error	12 mm(laying)	12 mm(laying)
	tolerance	6 mm (maintenance)	6 mm (maintenance)
	Rail face wear	10 mm	10 mm
	Gauge tolerance	19 mm (curve)	19 mm (curve)
	Total	47 mm	47 mm
ii)	**Due to wheel parameters**		
	Wheel flange wear	12 mm	12 mm
	Wheel flange clearance	9 mm	9 mm
	Total	21 mm	21 mm
iii)	**Bolster/Lateral sway up to stop (max.)**	50 mm	10 mm
iv)	**Tolerance on coach width**	5 mm	5 mm

Signature			
Name & Designation	P. C. Narang / ED		Approved by
	Prepared by	Chief Engineer	

Director / Coaching
Rail Bhawan Annexe
CHANGE DIRECTORATE
RDSO / RDSO
Manak Nagar, Lucknow
PIN 226

21/6/12

15
2/9

INDIAN RAILWAYS

ADE/con

सत्यमेव जयते

Comparison Calculation of horizontal displacement of coach body of MEMV and Mainline Coaches

S.No.	Month/Year	Revision/amendment	Page No.	Reason for amendment

ISSUED BY

RESEARCH DESIGNS AND STANDARDS ORGANISATION
MANAK NAGAR
LUCKNOW – 226 011

Signature	06/06/12	6/06/12	6/06/12
Name & Designation	P.C. Narang / SSE	MANOJ KUMAR / SSE	R. Sukumar / ADE
File Ref: mc/4W/MEMV	Prepared by	Checked by	Approved by

RAJESH AWAS
निदेशक / DIRECTOR
वाहन डिज़ाइन निदेशालय
CARRIAGE DIRECTORATE
अनु अ० मा० सं० / RDSO
मानक नगर, लखनऊ
MANAK NAGAR, LUCKNOW
PIN-226011

21/6/12

INDIAN ... LWAYS

सत्यमेव जयते

Comparison Calculation of horizontal displacement of coach body c

MEMV and Mainline Coaches

S.No.	Month/Year	Revision/amendment	Page No.	Reason for amendment

ISSUED BY

RESEARCH DESIGNS AND STANDARDS ORGANISATION
MANAK NAGAR
LUCKNOW – 226 011

Signature			
Name & Designation	P.C. Narang / CSE	MANOJ KUMAR / SSE	RAJESH AWASTHI / Approved by
File Ref: mc/AW/mEmv	Prepared by	Checked by	निदेशक / DIRECTOR सवारी डिब्बा निदेशालय DIRECTORATE

39

CARRIAGE DIRECTORATE

Dated: 18.06.2012

Note No. MC/4W/MEMV

Sub: Condonation of infringements to IR SOD (BG) Revised 2004 by 4-wheeler self propelled Ma:
Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna.

Ref: i) This office note of even no. dated 17.5.2012.
ii) Track Design Directorate note no. CT/DDL/DMUS dated 01/04.06.2012.
iii) Dy. CRS letter no. Q.11027/8/2012, dated 01.06.2012.

Find enclosed herewith a copy of calculation no. RDSO/2012/CG/CCAL/01 for end throw and r throw of MEMV stock as per requirement of Dy. CRS vide reference (iii).

Curve negotiability and speed on turnouts will be decided by performing oscillation trials maximum speed permitted as per design of turnout and curve. During oscillation trials maxim compression of side buffers shall be measured while negotiating curves.

DA: As above.

(D.K.Agarwal)
Executive Director (Stds.) /Carria

Executive Director/Track-1

DST-2

वरि. निदे./रेलपथ-I
निदेशक/रे.प.-I
निदेशक/रे.प.-II

19.06.12

Adopt

24/06/12

E. Total displacement in the middle of coach inside of curve:

Considering max. coach width at middle:

Total displacement at the end of coach, outside of curve:

Considering coach width at end:

Therefore MBMV requires negotiate 10 deg. Curve safely as compared with the coaches

Calculation of Horizontal displacement of coach body at level of carry pin with bogie centre:

S.N.	Data		
1.	Coach length over buffers	24384 mm	
2.	Coach width	3250 mm	
3.	Bogie centers/wheel base	17500 mm	
4.	Track gauge	1676 mm (Laying)	
5.	Track alignment tolerance	6 mm (Maintenance)	9 mm (Maintenance)
6.	Rail wear on each side	13 mm	13 mm
7.	Curve radius	175 m	175 m
8.	Gauge tolerance	16 mm on straight +8 mm on curve	16 mm on straight +8 mm on curve
9.	Bogie centre distance	17500 mm	22500 mm
10.	Length over buffers	23570 mm	

1. Lateral displacement due to one curve:

	(Mm)	Mean line clearance
Due to lateral play	10 mm (Lateral play)	10 mm
Track gauge	6 mm (Maintenance)	9 mm
Track alignment tolerance	12 mm	18 mm
Rail face wear	13 mm	13 mm
Curve tolerance	16 mm	24 mm
Total		74 mm
Due to wheel flange clearance	9 mm	9 mm
Wheel flange tolerance	6 mm	21 mm
Wheel flange to gauge face	15 mm	30 mm
Total	30 mm	60 mm
Balance to be provided	44 mm	14 mm
Total displacement	74 mm	74 mm

2. Nosing:

3. Mid throw of the couch on the curve of urban corridor:

(Mm)

Mean line

Say 40 mm

4. End throw of the couch on the curve of urban corridor:

CARRIAGE DIRECTORATE

No.MC/4W/MEMV Dated: 17.0

Sub Condonation of infringements to IR Schedule of Dimensions (BG 2004 of 4-Wheeler Self-Propelled Mast Erection Machine Vehicl manufactured by M/s Phooltas Tamper Pvt. Ltd. Patna.

Ref: 1. CCRS letter No.Q. 11027/8/2012-TW dated 05.03.2012.
2. Track Dte's letter No. CT/DDL/DMU, dated 03/04.04.2012
3. TI Directorate's Note No. TI/OHE/MEMV/Phooltas/11 dated 03

In reference to the above following are the para wise clarification on the of CCRS:

S.No. 1 for Clause 15

Vehicle is capable of running at a speed of 80 km/h with two loaded fl weighing 100t at tangent track. Maximum permissible speed on points & cro on curve will be decided on the basis of detailed Oscillation Trials. Calc negotiability of 10 degree curve at 40 kmph is attached.

S.No. 2 for Clause 19

The calculation as compared with the Mainline coach (Length of 21 attached. The Mid Throw and End Throw of MEMV is well within than that o coaches hence will not affect the safety.

S.No. 3 for Clause 20

The curve negotiability of MEMV has been examined both with flat locomotive on 10 degree curve (175 metre radius). Drawing No. SD12002 for of MEMV, BFR Wagon and Loco coupled on 175 metre radius curve is att found that there is no issue for the MEMV –Flat wagon combination but with on 10 degree curve and with each CBC compressed by 80 mm, the loc compressed by 113 mm.

Since side buffers have a maximum allowable compression of 110 (without activation of destruction tube), the maximum allowable compression i in this case. As for straight track, there is no issue in the coupling or move above mentioned units.

Actual trails will be conducted for final assessment of curve negol permissible speed on points & crossings and on curve

DA: As above

(Rajesh Awasthi)
Director / Carriag

Director/Track-2
/Shri Suresh Kumar Sapra)

Copy to : ED/TI for kind information

10

(Traction Installation Directorate)

Note no. TI/OHE/MEMV/12 Dated, the 09th Feb.2012

Sub: Condonation of infringements to IR Schedule of Dimensions (SC Revised 2004 of 4-Wheeler Self-propelled Mast Erection Mach Vehicle (MEMV) manufactured by M/s Pholtas Tamper Pvt Lt Patna.

Ref: Track Directorate letter No. CT/DDL/DMU dated 06/11.05.201

The proposal for condonation of infringement of 4-Wheeler propelled Mast Erection Machine Vehicle (MEMV) was sent to CCRS (Lucknow vide letter no. CT/DDL/DMU dated 09/11.05.2011. Shri S.K. E SSE of this office was deputed on 07.02.2012 for chasing the case to Office. It is understood that the subject proposal is not received in the Office. The issue was discussed with Shri Uttam Prakash, Dy.CCRS phone and Shri Uttam Prakash has requested that a fresh proposal n submitted.

It is requested that a fresh proposal may be sent to CCRS Office subject matter.

(Hari Narayan)
Executive Director/TI

DA:nil

Executive Director/Carriage

No. CAL/CSMW/07

DATE

FLANGE FORCE CALCULATIONS OF NEW STOCK

1. Centrifugal force while negotiating 10 ° curve at 40 kmph (maximum speed in 10 ° curve).:

$Fc = W / 127 * V^2 / R$

W = Gross weight = 38 t
V = Vehicle speed = 40 kmph
R = radius of curvature = 175 m

$Fc = 38 / 127 * 40^2 / 175 = 2.73$ t

2. Super elevation compensation :

$Fs = W * S * G$

W = Gross weight = 38 t
G = Wheel centre distance = 1727 mm
S = Super elevation = 185 mm

$Fs = 38 * 185 / 1727 = 4.07$ t

3. Wind load at 200kg / m² wind pressure

$Fw = P * A$

P = Wind pressure = 200 kg / m²
A = Side area of the vehicle = 21.5 m² (Approx)

$Fw = 21.5 * 200 = 4300$ kg
$= 4.3$ t

Now, flange force = Fc + Fw - Fs
= 2.73 + 4.3 - 4.07
= 2.96 t

Prudhom's limit is 0.85 (1+ P/3)

P= Axle load of flanged wheels. = 19 t (On rail)

So, Prudhom's limit = 0.85(1+19/3)
= 6.2 t

Now, calculated flange force = 2.96 t

Hence the total lateral force is with in Prudhom's limit.

Calculated by:

Checked by:

CARRIAGE DIRECTORATE

Note No. MC/4W/MEMV

Dated: 10.02.1

Sub: Condonation of infringements to IR SOD (BG) Revised 2004 I Wheeler Self Propelled mast erection Machine Vehicle (MI manufactured by M/s Phoolitas Tamper Pvt. Ltd., Patna.

Ref: 1. TI Directorate Note No. TI/OHE/MEMV/12 dated 09.02.2012
2. Track Dte's letter No. CT/DDL/DMU, dated 06/11.05.2011

It is learnt vide TI Dte. note at ref 1 above (Copy enclosed) that si proposal for the condonation is not received in CCRS Office.

You are requested to send the proposal once again for obtainin dispensation.

In reference to the above following details are furnished.

(i) 4 set of the Annexure-I signed by EDSC.

(ii) Layout drawing and other related drawings/sketches signe Director/Carriage in 4 copies.

DA: As above

(Rajesh Awasthi)
Director/Carriage

Jt. Director/Track II

Telegram : 'RAILMANAK', Lucknow
Telex : 0535 - 2424 RDSO -IN
Fax : 91-0522-2465763
Telephone :91-522-2465762, Rly. 42801
E-Mail: edtiohe@rdso.railnet.gov.in

सत्यमेव जयते

भारत सरकार – रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
LUCKNOW - 226011

No. TI/OHE/4WDHTW/PHOOLTAS/12 Dated: 29.05.2012

The Dy Chief Commissioner of Railway Safety,
Ministry of Tourism & Civil Aviation,
North Eastern Railway Office Compound,
Ashok Marg,
Lucknow 226 001

Sub: Condonation of infringements to IR Schedule of Dimensions (BG) - Revised 2004 of 4-Wheeler Self-propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna.

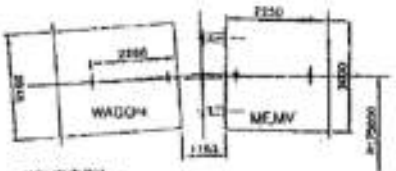
Ref: ED/Track-I, RDSO' letter No.CT/DDL/DMU dated 24.05.2012.

--

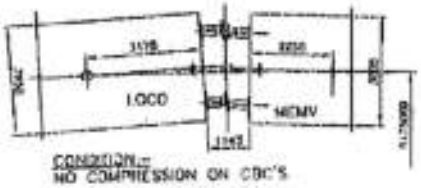
As discussed, a fair copy of the calculations with minor corrections is enclosed herewith for your perusal. MEMV is a self-propelled vehicle and shall run with its own power. However, in the event of failure of power equipment, the vehicle shall be pulled by loco, for which vehicle is provided with CBC alongwith side buffers on either end. The speed aspect will be taken care of during oscillation trial and the same shall be incorporated in the final speed certificate.

[हरि नारायण]
कृते महानिदेशक / क.सं.

संलग्नक: उपरोक्त

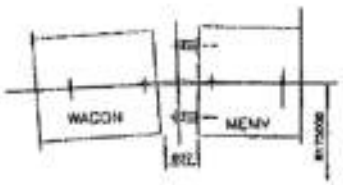


CONDITION:-
NO COMPRESSION ON CBC'S

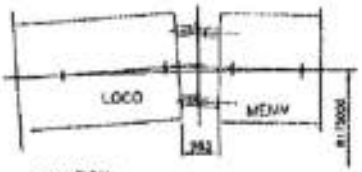


CONDITION:-
NO COMPRESSION ON CBC'S

LOCO BUFFER COMPRESSED BY 65 mm
MEMV BUFFER COMPRESSED BY 33 mm.



CONDITION:-
EACH CBC COMPRESSED
BY 80 mm.



CONDITION:-
EACH CBC COMPRESSED
BY 80 mm.

LOCO BUFFER COMPRESSED BY 145 mm
MEMV BUFFER COMPRESSED BY 113 mm.

SUPERSEDED BY :-						
REFERENCED:-	SUPERSEDES :-					
	SCALE	P				
		C				
	7	D				NEGOTIATION C
		T				LOCO COUPLED
		25				
FILE & FLOPPY No.:-	BG	RDSO (C)	GROUP			

ALT	AUTHY	DESCRIPTION	DATE