GUARD FILE 2014

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

सं. 2014/CEDO/SD/08 New Delhi, Dated 29.12.2014

The General Manager,
Central Railway,
CST Mumbai.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances of structures on Island platform no. 2/3; due to extension of platform for running of 12 coach EMU rakes on CSTM-Panvel/Andheri section of Harbour line at Vadala Road Station of Central Railway.

संदर्भ : CR's letter no. PCE/CRS/MRVC/1, dated 11.07.2013

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances of structures on Island platform no. 2/3; due to extension of platform for running of 12 coach EMU rakes on CSTM-Panvel/Andheri section of Harbour line at Vadala Road Station of Central Railway, as shown in Form - XVII and drawing, accompanying above referred letter with Board's comments as under :

"1. *Proper illumination of area to be ensured where infringements due to staircase landing exist on Island Platform.*
2. *No vending trolly/kiosk should be permitted at infringement locations on Island Platform.*
3. *Caution Board to be displayed at infringement locations on Island Platform for warning passengers to be cautious about infringement."*

(आलोक कुमार) 29.12.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2014/CEDO/SD/08 New Delhi, Dated 29.12.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no.Q. 11011/01/2014-15-T.W., dated 08.9.14.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Chuchgate Stn. Bldg. Annexe, M. K. Road, Mumbai- 20, w.r.t. letter no. C-13(229)/2013/742, dated 02.9.13

Ministry of Railways Railway Board

(आलोक कुमार) 29.12.14
कृते सचिव, रेलवे बोर्ड

Note : Copy forwarded for information to all above, by email and same may also be downloaded from website : www.indianrailways.gov.in; from Railway Board -> Civil Engineering Directorate -> Sanction letters.

Sanction letter. 29.12.14

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

सं. 2014/CEDO/SD/RS/02 New Delhi, Dated 22.12.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions of AC EMU MRVC Phase-II coaches to IRSOD (BG) Revised, 2004.

संदर्भ : CCRS's office letters no. क्यू.17018/01/2013-14-टी.डब्लू. dated 15.12.14

Vide letter referred above, Commission has been forwarded RDSO's letter no. CT/DEL/AC/EMU/BG, dated 12.09.2014 for Board's condonation of infringements to maximum moving dimensions of AC EMU MRVC Phase-II coaches to IRSOD (BG) Revised, 2004 with following condition :

"While dealing the subject case, due consideration must be given to the issues involved in raising height of passenger platforms at suburban stations as mentioned in Railway Board's letter no. 2007/CEDO/SD/IRSOD/O, dated 19.02.2014".

Minister of State (Railways) has stated that :

(i) The problem of excessive height difference between the EMU floor level and the PF level causing inconvenience and posing safety risk to commuters seems to have been reported earlier as well when old EMU coaches were retro-fitted with air springs on Mumbai suburban. It is not understood why the above issue could not be addressed at the time of designing new EMU coaches for Mumbai suburban?

(ii) The suggested raising of platforms is not likely to address the problem in entirety since there may be adverse effect on safe movement of other normal coach trains.

(iii) It is imperative that Railways should re-design such coaches so as to enable even as old passenger to comfortably alight or board the train by minimising the effective gap between coach floor and platform surface.

(iv) The full Board should examine this issue and take necessary action to alleviate the problem. If needed, the RDSO should be directed to work on this problem and come up with a viable solution within 3 months.

(v) It is strongly recommended that in future, wherever new coaches are introduced, an integral part of the trials should focus on passenger convenience also.

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(vi) The solution provided by RDSO and focus on passenger convenience needs to be ensured for all rakes already on order or expected to be manufactured and put in service on IR.

RDSO may kindly arrange to send the feedback/clarifications w.r.t. above for further processing of the case in Board.

22/12/14

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

Copy forwarded for information to :

1. Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. Adv/Elect(G), EDME/Chg & ED/Coaching, Railway Board, New Delhi.

24-12-14

O/C



300

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

सं. 2014/CEDO/SR/09 New Delhi, Dated 19.12.2014

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

विषय : Sanction for provisional running of 28 axle (Threaded Beam) BG special wagon "Mandakini" (with KWU-C loading beam, Maximum axle load 17.22t) of M/s BHEL, Haridwar to RDSO's drawing no. WD-09022-S-01 Alt.3 and WD-09022-S-02 Alt.3 for the transportation of Turbo Generator Stator weighing 296t over Up & Dn lines of Northern Railway.

संदर्भ : NR's office letter no. 519-W/1045, dated 21.11.2014.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways, Railway Board is hereby communicated for provisional running of 28 axle (Threaded Beam) BG special wagon "Mandakini" (with KWU-C loading beam, Maximum axle load 17.22t) of M/s BHEL, Haridwar to RDSO's drawing no. WD-09022-S-01 Alt.3 and WD-09022-S-02 Alt.3 for the transportation of Turbo Generator Stator weighing 296t over Up & Dn lines of Northern Railway up to a maximum speed of 40kmph in empty and 20kmph in loaded condition or sectional speed, whichever is less subject to terms and conditions as given in Joint safety Certificate no. SLC/BG/25/2014, dated 03.11.2014, Track Certificate no. 519-W/1045, dated 03.11.2014, RDSO's Provisional Speed Certificate no. MW/CS/660MW/TGS, dated 31.10.2014 and other certificates accompanying above referred letter.

19.12.14

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

सं. 2014/CEDO/SR/09 New Delhi, Dated 19.12.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. वृ 11015/01/2014-15- त.वि. dated 05.12.2014.
2. The General Managers, All Indian Railways (except NR).
3. The Commissioner of Railway Safety, All Circles.
4. Executive Director Standards (Motive Power), RDSO, Lucknow.
5. EDME/Fr. & EDTT/S, Railway Board, Rail Bhawan, New Delhi.

19.12.14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Note : Copy forwarded for information to all above, by email and same may also be downloaded from website www.indianrailways.gov.in; from Railway Board -> Civil Engineering Directorate -> Sanction letters.

रेलवे बोर्ड/Railway Board
आवश्यक साहित जारी
Issue with Enclosure

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

सं. 2014/CEDO/SD/RS/03 New Delhi, Dated 19.12.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for Rail-Cum-Road Vehicle (RCRV) with crane-cum-hydraulic device and fire fighting equipment manufactured by M/s Windhoff, Germany as per COFMOW PO No. COFMOW/S-3759/05/G-410 dated 21.11.2011 to IRSOD (BG) Revised, 2004.

संदर्भ : CCRS's office letters no. क्यू.14011/04/2014-15-टी.डब्लू. dated 15.12.14

Vide letter referred above, Commission has been forwarded RDSO's letter no. CT/TMM/General, dated 03.11.2014 for Board's condonation of infringements to maximum moving dimensions for Rail-Cum-Road Vehicle (RCRV) with crane-cum-hydraulic device and fire fighting equipment manufactured by M/s Windhoff, Germany as per COFMOW PO No. COFMOW/S-3759/05/G-410 dated 21.11.11 to IRSOD (BG) Revised, 2004 with following condition :

"While conducting oscillation trials, observation must be made regarding hitting of road tyres with signalling or other equipments and also the negotiability of the vehicle on raised check rails of diamond crossings."

However, while processing the proposal, EDTk/Mc has been observed that :

"In respect of Track Machines, RDSO has been stating that a minimum wheel dia of 710mm is necessary for detection by axle counter. In this case the new wheel dia is 570mm. How is the problem proposed to be addressed in this case? How it been agreed by signalling Dte of RDSO?"

RDSO may kindly arrange to send the above clarifications for further processing of the case in Board.

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

Copy forwarded for information to :

1. Executive Director (Track-I), RDSO, Manak Nagar, Lucknow
2. EDTK/MC, Railway Board, New Delhi.

o/c
19/12/14

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

No.2014/CEDO/ORI/20. New Delhi, Dated 10.12.2014

The General Manager,
Western Railway
MUMBAI

विषय : Opening of newly constructed BG double line between Sabli Road - Lilapur of Rajkot Division of Western Raillway for public carriage of passengers.

संदर्भ : CCRS's letter no. R.12011/03/2014-15-T.W, dated 25.11.2014.

The above section was inspected by CRS, Western Circle, Mumbai on 30.07.2014 and opening of the section was authorized by him vide letter no. 16-5/432/382 dated 11.08.2014 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, Western 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(जी) / रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information 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), Western Railway, Mumbai.





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

सं. 2012/CEDO/SR/06 New Delhi, Dated 05.12.2014

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

विषय : Operation of BG high capacity AC EOG Double Decker Chair Car Coaches on Northern Railway.

संदर्भ : NR's letter no.519-W/983/Pt.I, dated 02.12.2014

In above reference, remarks are as under :

Item nos.2 to 5 - Letter for first time running of train consisting of above mentioned coaches was issued vide letter no. 2012/CEDO/SR/06, dated 02.07.2012 at a maximum permissible speed of 110 kmph. It was based on recommendation of CCRS communicated to Board vide no.Q-13011/06/2012-T.W, dated 16.06.2012. It was on the basis of Speed Certificate of RDSO issued vide ED(Motive Power)/RDSO's no.MC/CD/AC/DD, dated 07.05.12 .

As far as mentioning of transportation code of rolling stock in the sanction letter of Board is concerned, it was not so mentioned by RDSO in their Speed Certificate and it was forwarded by CCRS also without such mention.However, now, the transportation codes are being mentioned in the sanction letters being issued by Board as pointed by CCRS during last meeting with Board.

Whatever documents were sent to Board, either by RDSO, Zonal Railways or CCRS have been mentioned above and the copies are enclosed for ready reference.

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

Encl: As above

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

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

सं. 2014/CEDO/SD/IRSOD/O/1 New Delhi, Dated 28.11.2014

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : IRSOD-2004; Formation width in cutting.

संदर्भ : N.F.Rly's letters no. W/168/Construction New Line/DDNI-Mendipathar /RNY/TK, dated 24.11.2014

Vide reference above; NFR, seeking clarifications w.r.t. formation width in cutting are as under :

"(a) Whether minimum formation width in cutting (excluding side drains) as per item 16(b) of Chapter-I, Schedule-I of IRSOD-2004 i.e. 6.25m shall be insisted upon? If not, minimum acceptable formation width in cutting (exluding side drains) may please be specified.

(b) Is it as per SOD provisions to have face of cutting at 2.36m from C/L of track i.e. distance mentioned in item 3(ii)(b) & 13(ii)(c) of Chapter-I, Schedule-I of IRSOD-2004, or face of cutting shall be minimum 4.325m from C/L of track."

This aspect needs examination & clarification from concerned Dtes. of RDSO.

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

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

Encl: As above

Copy for information and n/a to :

(i) EDCE(P) & EDTk/Mc, Railway Board.
(ii) ED/Track-1, ED/Geotech Engg & ED/TM, RDSO, Lucknow

dc

Copy for information to :

(i) General Manager, N.F.Railway, Guwahati
(ii) Principal Chief Engineer, N.F.Railway, Guwahati

Ministry of Railways / Railway Board
Urgent/Priority/Normal
Issue with Enclosure
Signature 12-14
Date of issue

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

सं. 2014/CEDO/SD/IRSOD/O/1 New Delhi, Dated 28.11.2014

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : IRSOD-2004: Formation width in cutting.

संदर्भ : N.F.Rly's letters no. W/168/Construction New Line/DDNI-Mendipathar /RNY/TK, dated 24.11.2014

Vide reference above; NFR, seeking clarifications w.r.t. formation width in cutting are as under :

"(a) Whether minimum formation width in cutting (excluding side drains) as per item 16(b) of Chapter-I, Schedule-I of IRSOD-2004 i.e. 6.25m shall be insisted upon? If not, minimum acceptable formation width in cutting (exluding side drains) may please be specified.

(b) Is it as per SOD provisions to have face of cutting at 2.36m from C/L of track i.e. distance mentioned in item 8(ii)(b) & 13(ii)(c) of Chapter-I, Schedule-I of IRSOD-2004, or face of cutting shall be minimum 4.325m from C/L of track."

This aspect needs examination & clarification from concerned Dtes. of RDSO.

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

Encl: As above

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

Copy for information and n/a to :

(i) EDCE(P) & EDTk/Mc, Railway Board.

(ii) ED/Track-1, ED/Geotech Engg & ED/TM, RDSO, Lucknow

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

292 S.No. 6

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

सं. 2014/CEDO/SR/06 New Delhi, Dated ~~08.10.2014~~ 25.11.2014

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

विषय : Sanction for running of single headed WDG-5 class of Diesel Locomotive (5500 HP & axle load 22.3t) to RDSO's General Arrangement Drawing no. SK.DL-4744 (Alt.a) up to a maximum speed of 90 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG section s of Western Railway.

संदर्भ : Railway Board's letter of even no., dated 08.10.2014

Please find enclosed herewith Board's letter of even no. dated 08.10.2014, wherein Commission was requested to review the condition regarding condemining wheel diameter of locomotive.

You are requested to kindly advise the revised recommendation to Board for further necessary action, if any.

Encl: As above

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

Copy for information to DG/RDSO Lucknow and EDME (Tr), Rly. Board, New Delhi.

o/c

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

Please issue fair letter pl.
25.11.14

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

No.2014/CEDO/ORI/18. New Delhi, Dated 10.12.2014

The General Manager,
North Eastern Railway
GORAKHPUR

विषय : Opening of the New BG Dn line for patch doubling between Baitapur (Ex) - Chauri Chaura (Ex) project in Varanasi Division of North Eastern Railway for Public Carriage of Passengers.

संदर्भ : CCRS's letter no. R.12015/08/2014-15-T.W, dated 25.11.2014.

The above section was inspected by CRS, North Eastern Circle, Lucknow on 25.08.2014 and opening of the section was authorized by him vide letter no. SANC/58/402/I/S/OPG/PT dated 27.08.2014 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, North Eastern 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(जी) / रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information and necessary action to :

1.Chief Commissioner of Railway Safety, Ashok Marg, Lucknow for information in reference to his above-mentioned letter.

•Chief Administrative Officer(C), North Eastern Railway, Gorakhpur.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर 12/14
Signature.....
जारी की तिथि
Date of Issue.....

O/C

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

No.2014/CEDO/ORI/19. New Delhi, Dated 10.12.2014

The General Manager,
North Western Railway
JAIPUR

विषय : Opening of doubling of Keshavganj - Swarupganj (26.64 Kms.) BG non- electrified line of Ajmer Division of North Western Railway for Public Carriage of Passengers.

संदर्भ : CCRS's letter no. R.12050/01/2014-15-T.W, dated 25.11.2014.

The above section was inspected by CRS, Western Circle, Mumbai on 26.08.2014 and opening of the section was authorized by him vide letter no. 16-5/436/418 dated 27.08.2014 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, Western 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(जी) / रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information 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), North Western Railway, Jaipur.

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

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

सं. 2014/CEDO/SR/06 New Delhi, Dated 08.10.2014

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

विषय : Sanction for running of single headed WDG-5 class of Diesel Locomotive (5500 HP & axle load 22.3t) to RDSO's General Arrangement Drawing no. SK.DL-4744 (Alt.a) up to a maximum speed of 90 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG section s of Western Railway.

संदर्भ : CCRS's office letter no. Q. 15015/01/2014-15-T.W., dated 19.9.14.

Commission has forwarded Western Railway's above cited case for running of single headed WDG-5 class of Diesel Locomotive (5500 HP & axle load 22.3t) to RDSO's General Arrangement Drawing no. SK.DL-4744 (Alt.a) upto a maximum speed of 90 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG sections of Western Railway with following condition :

"As less vertical ground clearance is available due to Traction Motor (TM) Gear Box, wheels of WDG-5 locomotive will be condemned at 1022mm diameter instead of 1016mm during their movement/operation."

Now, RDSO vide their letter no. SD.Dev.L.WDG5, dated 01.10.14 (copy enclosed) have further clarified that :

"Highest point of the locomotive is calculated based upon the maximum diameter of wheel, i.e. new wheel dia. (1092mm) and minimum height of lowest part of locomotive is always calculated based upon the minimum diameter, i.e. fully worn wheel dia. (1016mm)".

It can be seen from above that in such condition when wheel diameter is more than fully worn condition, i.e. 1016mm dia., gear box clearance will increase beyond 91mm, i.e. it would be on better side.

You are requested to kindly consider the above and advise the revised recommendation, if any.

DA : As above

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

Copy for information to DG/RDSO, Lucknow and EDME(Tr), Rly. Board, New Delhi.

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भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
Fax (0522) 2450800

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2480116
DID (0522) 2466310

No. SD.Dev.L.WDG5

Dated: 01.10.2014

(Fax No. 011- 23303167)

EDME (Tr),
Railway Board, Rail Bhawan,
New Delhi- 110 001

कार्यकारी, निदेशक यांत्रिक अभियन्ता (ट्रैक
रेलवे बोर्ड, रेल भवन,
नई दिल्ली –110 001

Sub: Wheel dia in WDG5 loco.

Ref: Telephonic conversion with undersigned on 30.09.2014.

Reference above, it is clarified that highest point of the locomotive is calculated based upon the maximum diameter of the wheel i.e. new wheel dia (1092 mm) and minimum height of lowest part of locomotive is always calculated based upon the minimum diameter of the wheel i.e. fully worn wheel dia (1016 mm). Similarly, in case of WDG5 locomotive, the lowest part is gear case, which will project at 91 mm above rail level when wheel will be in fully worn condition. Accordingly, condonation of WDG5 locomotive has been obtained from Railway Board, vide letter no. 2012/CEDO/SD/RS/03 dated 22.03.2012 (copy enclosed). It can be seen from above that in any case if wheel diameter is more than fully worn condition dia i.e. 1016mm, projection of gear case will be increased from 91 mm.

A sketch bearing drawing no. SK.DL- 4754 is also attached herewith indicating projection of highest and lowest parts of the WDG5 locomotive. This is for your kind information please.

DA: As above

(अनुराग मिश्रा)
सं0 निदेशक/चालन शक्ति (व्हीकल)
कृते महानिदेशक/चालन शक्ति

RB2012/3/12207

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

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

The Director General,
RDSO, Manak Nagar,
Lucknow.

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

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

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

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

(i) Clause 12 - maximum height above rail level for a width of 760mm on either side of centre of empty locomotives by 116.7mm (i.e. 4301.7mm instead of 4265mm)

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

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

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

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

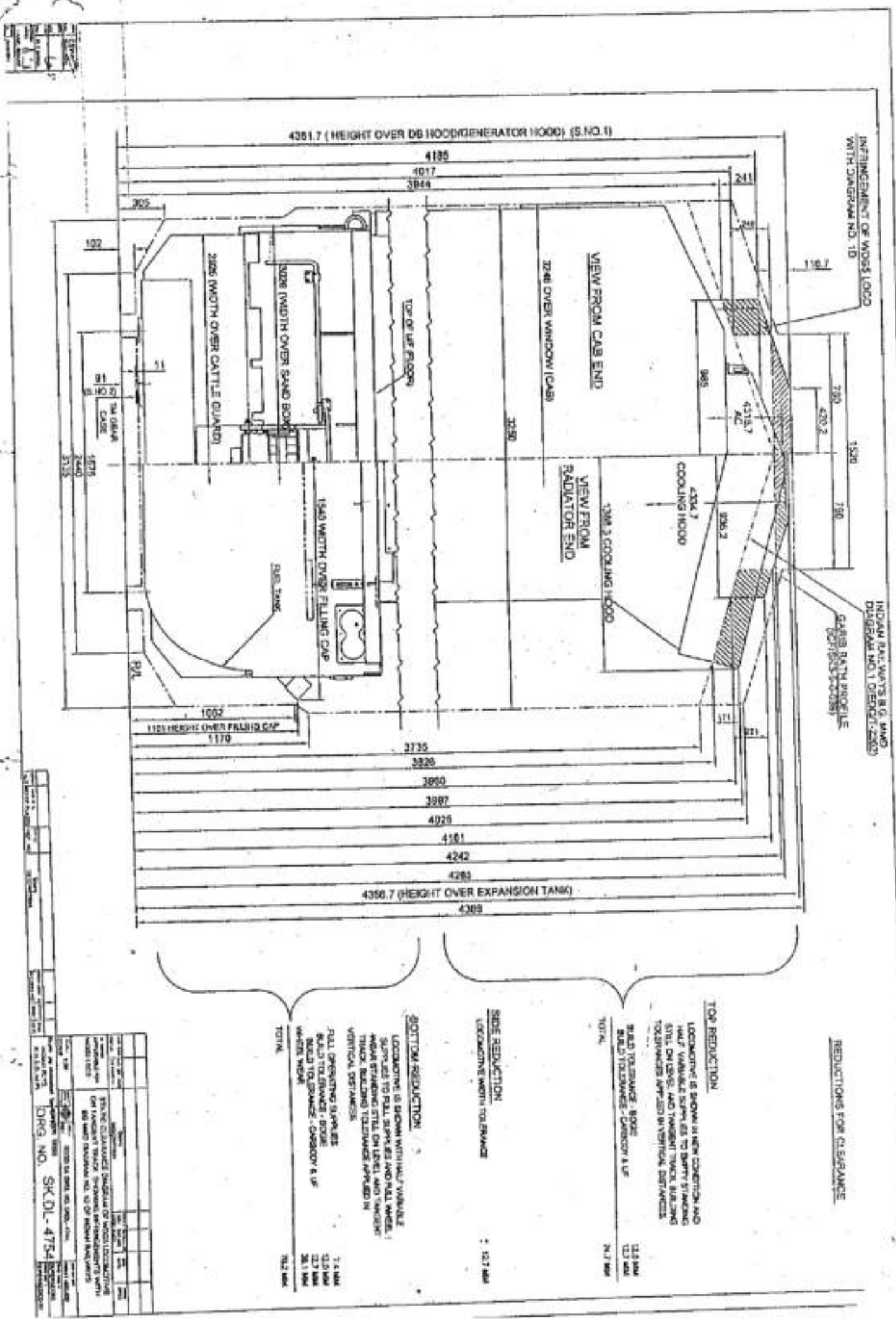
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

Copy forwarded for information to :

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

(आलोक कुमार)
वरि. सचिव, रेलवे बोर्ड


4351.7 (HEIGHT OVER DB HOOD(GENERATOR HOOD) (S.NO.1)
4135
4017
3944
241
305
102
2626 (WIDTH OVER CATTLE GUARD)
1828 (WIDTH OVER SAND BOX)
TOP OF LIP FLOOR
VIEW FROM CAB END
3246 OVER WINDOW (CAB)
3250
985
4313.7 AC
780
420.2
1320
790
836.2
4334.7 COOLING HOOD
1340 WIDTH OVER FILLING CAP
VIEW FROM RADIATOR END
1344.3 COOLING HOOD
FUEL Tank
P/L
1002
1123 HEIGHT OVER FILLING CAP
1179
3735
3826
3900
3987
4025
4161
4242
4283
4356.7 (HEIGHT OVER EXPANSION TANK)
4369
INFRINGEMENT OF WDG4 LOCO WITH DIAGRAM NO. 10
INDIAN RAILWAYS B.G. MMD DIAGRAM NO.1 DIER(21-2002)
GARIB RATH PROFILE (DP/BSS/10058)
REDUCTIONS FOR CLEARANCE
TOP REDUCTION
SIDE REDUCTION
BOTTOM REDUCTION
DRG. NO. SKDL-4754

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

सं. 2014/CEDO/SR/Speed Certificate/O New Delhi, Dated 25.11.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : C & M Vol.-I Compliance-Revision of criteria.

Ref : PCE/NCR's letter no. 219-W/TRC Run/C&M-I/NCR/TP, dated 03.11.14.

PCE/NCR, has moved a proposal to review the condition given in Speed Certificate issued by RDSO for various passenger coaches and locomotive above 110 Kmph(copy of relevant papers enclosed).

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

25/11

Encl: As above

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

Copy forwarded for **information and necessary action to :**

1. Executive Director (Track)-1 & ED/TM, RDSO, Manak Nagar, Lucknow
2. EDTk/Machine, Railway Board, New Delhi

o/c

Ministry of Railways
Railway Board
With Enclosure
Issued
Signature
Date of Issue

Please Issue Fwd letter
25.11.14

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

सं. 2014/CEDO/SR/Speed Certificate/O New Delhi, Dated 25.11.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : C & M Vol.-I Compliance-Revision of criteria.

Ref : PCE/NCR's letter no. 219-W/TRC Run/C&M-I/NCR/TP, dated 03.11.14.

PCE/NCR, has moved a proposal to review the condition given in Speed Certificate issued by RDSO for various passenger coaches and locomotive above 110 Kmph(copy of relevant papers enclosed).

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

25/11/14

Encl: As above

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

Copy forwarded for **information and necessary action to :**

1. Executive Director (Track)-1 & ED/TM, RDSO, Manak Nagar, Lucknow
2. EDTk/Machine, Railway Board, New Delhi

285

North Central Railway

Head quarter Office,
Engineering Branch,
Allahabad.

No. - 219- W/TRC Run/C & M - I/NCR/TP.

Dated 03.11.2014

Additional Member (CE)
Railway Board,
New Delhi.

Sub: - C & M Vol – I Compliance - Revision of criteria.

Ref: - This office letter no. 355-W/ NCR/TP/12-13 dt 10.04.2014.

Please refer to this office letter under reference wherein it had been requested to review the condition given in certificate issued by RDSO for various passenger coaches and locomotive above 110 Kmph.The said condition stipulates as under:

"The track shall be to a minimum standard of 52 Kg (90 UTS) rail on sleepers to M + 7 density and depth of ballast cushion below the sleepers of 250 mm, which may consist of at least 100mm clean ballast and rest in caked up condition on compacted and stable formation and maintained to the standard as recommended in RDSO's report no. C & M – 1, Vol -I. The track maintenance shall be in accordance with the recommendations contained in RDSO report no. C & M – 1,Vol -I in this connection, the instructions for the maintenences of track on high- speed routes circulated to the Railways under RDSO's DO letter no CRA/509 Dated 07.07.1971 and approved by Railway Board vide their letter no.71/W6/HS /8 Dated 27.08.1971 & 71/W6/HS/1 dated 21.10.1971 shall also be followed".

It is however , observed that only about 58% length of the track on Agra division , 61% length of the track on JHS division & 66% length of the track on ALD division is conforming to C & M – 1,Vol –I standards. However, the riding quality is quite satisfactory. A table showing the percentage of track of three divisions conforming to para 607 (2) of IRPWM i.e. C & M – 1, Vol -I standards and TGI values is as under:

Division	UP		DN	
	% conforming to C & M – 1, Vol -I	TGI	% conforming to C & M – 1, Vol -I	TGI
Allahabad	65	123	66	122
Agra	61	127	54	118
Jhansi	59	117	63	119

It is felt that similar situation may exist on other railways also. Of late CRSs have started questioning about non conformity of track to C & M – 1, Vol -1 standards and correctness of track certificates given by the Zonal Railway.

Therefore it may not be possible to issue track certificate for clearance of rolling stock for higher speeds in the present form and following remarks are being added in track certificates by this railway.

"About 60% of the length of track is conforming to C & M -1 standards".

Application for introduction of Gatiman Express at 160 Kmph in NDLS – AGC section has already been sent to CRS. But CRS has expressed reservations on non – conformity of C & M -1 (Vol .1) tolerance in the whole length of track as could be ascertained during conversation with CRS/ NE Circle.

The ground verification of some of the stretches of TRC data has been carried out in MGS – ALD section of NCR. The few worst peak as of TRC record vis-a-vis ground measurement is attached as annexure – 'A'. There is significant difference between magnitude of TRC data and ground data after site verification.The ground data are on much lower side and within tolerances specified. The TGI value at these locations is also high and no significant vertical and lateral acceleration have been recorded at these locations.

In view of the above, Railway Board may please consider revising and modifying the provision of conformity of percentage length of track as it is practically not feasiable to ensure compliance of C & M–1, Vol -1 standards in 100% length of track as per TRC data.

DA: As above

(Satish Kulfar)
Principal Chief Engineer

Copy to:

1. ED/Track –I/RDSO/LKO – for information please.
2. ED /TM/RDSO/LKO - for information please.

Comparision of TRC peaks with ground parameters in MGS-ALD section recorded in July 2014

Km	Parameters	As per TRC Run		Found on Ground	Track features i.e. Yard, LC, P & C, Briges, SEJ, GJ, Curve ETC.
		Peak	distances	Peak	
722-723	ALIL	25	28.73	0	Straight
735-736	ALIL	29	497.20	2	Yard
735-736	ALIL	-25	787.90	1	Yard
735-736	ALIL	-27	956.9	2	Yard
728-729	ALIL	21	959.3	2	Bridge
711-712	ALIR	-10	583.60	2	Yard
719-720	ALIR	15	418.60	2	Yard
719-720	ALIR	-12	423.30	3	Yard
735-736	ALIR	-12	305.00	2	Yard
736-737	ALIR	-20	461.00	2	Yard
712-713	G	-10	589.30	-2	Yard
712-713	G	10	615.10	0	Yard
735-736	G	18	385.60	-3	Yard
735-736	G	8	301.80	1	Yard
735-736	G	-8	350.40	-1	Yard
722-723	TWI	-21	254.80	2	Straight
736-737	TWI	26	397.40	0	Yard
736-737	TW1	-23	411.7	0	Yard
736-737	TW1	20	416.7	0	Yard
751-752	TW1	-26	230.4	0	curve
712-713	UNIL	9	6.84	2	Curve
722-723	UNIL	-11	28.43	2	Straight
735-736	UNIL	-10	370.40	0	Yard
736-737	UNIL	11	181.20	1	Yard
747-748	UNIL	-11	165.50	1	Yard
719-720	UNIR	-9	383.00	2	Yard
722-723	UNIR	-12	28.73	1	Straight
735-736	UNIR	-13	504.90	4	Yard
736-737	UNIR	-11	43.37	1	Yard
747-748	UNIR	10	166.20	2	Yard

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

सं. 2014/CEDO/SR/07 New Delhi, Dated 24.11.2014

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Sanction for running of single headed WDG-4D (Twin Cab) class of Diesel Locomotive (4500 HP & maximum axle load 21.7t) to RDSO's General Arrangement Drawing no. SK.DL-4762 up to a maximum speed of 105 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG sections of Western Railway

संदर्भ : WR's office letter no. W.636/9/1/28/2(W3), dated 05.11.2013.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of Ministry of Railways, Railway Board is hereby communicated for running single headed WDG-4D (Twin Cab) class of Diesel Locomotive (4500 HP & axle load 21.7t) to RDSO's General Arrangement Drawing no. SK.DL-4762 up to a maximum speed of 105 kmph on track maintained to other than C&M-1,Vol-1 standard on BG section of Western Railway at a maximum speed of 105 kmph or at sectional speed whichever is less,subject to terms and conditions as given in RDSO's Final Speed Certificate no. SD.WDG4D.11 dated 23.08.2013 & its Amendment No.1, 2 & 3 of even no. dated 19.11.13, 23.12.13 & 08.07.14 respectively and Western Railway's Joint Safety Certificate no. 46 of 2013, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार) 24/11/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2014/CEDO/SR/07 New Delhi, Dated 24.11.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 15015/01/2013-14-टी.डब्लू., dated 19.09.2014.
2. The General Managers, All Indian Railways (except WR).
3. The Commissioner of Railway Safety, All Circles.
4. Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
5. ED/ME/Traction, Railway Board, Rail Bhawan, New Delhi.

24/11/14
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Note : Copy forwarded for information to all above, by email and same may also be downloaded from website : www.indianrailways.gov.in: from Railway Board -> Civil Engineering Directorate -> Sanction letters.

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

सं. 2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 19.11.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : SSOD of DFCCIL-Amendment in reference to ACS of IRSOD.

Ref : DFCCIL letter no. HQ/EL/SOD/Pt.III/1, dated 03.11.2014.

General Manager(Elect.)/Technical Services, DFCCIL, has moved a proposal for issuing correction slip in DFCCIL SSOD w.r.t. amendment in reference to ACS of IRSOD BG Revised,2004.(copy of relevant papers enclosed).

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

Encl: As above

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

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

O/C

Please issue fair letter
19/11/14

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

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

No.: HQ/EL/SOD/Pt. III/1

Dated: 03.11.2014

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

Kind Attn: Shri Alok Kumar, Executive Director/CE (G)

Sub: SSOD of DFCCIL – Amendment in reference to ACS of IRSOD.

Ref: 1) Railway Board Letter no. 2011/CEDO/SD/IRSOD/Elect./02, Dtd-21.10.2013.
2) Railway Board Letter no. 2011/CEDO/SD/IRSOD/Elect./02, Dtd-19.06.2014.

1.0 Railway Board has issued ACS No. 13 & 15 to IRSOD (B.G.) 2004, vide letters referred to above. These amendments have been issued after issue of DFC SSOD & its ACS No.1. The amendments in respect of ACSs in IRSOD are applicable to DFC SSOD as well.

2.0 Amendments in DFC SSOD based on ACS no. 13 & 15 of IRSOD are proposed as under:

S.N.	Existing Provisions in DFC SSOD	Proposed provisions	Remarks
	<u>Para 1.7.3 (i) (page 4) & Para 8.7.3 (i) (page 33):</u> The Minimum Horizontal Distance measured at right angles from the centre of nearest track to any part of a rigid and well-founded post/structure its fittings and projections carrying electrical conductors crossing a railway shall be 2825 mm. Note: Any post/structure (including traction line tower) which is so constructed or guyed as to remain in a vertical position or on failing, it continues to provide the clearances specified above, with one or all of the conductors broken	<u>To replace sub Para (i) & (ii) of Para 1.7.3 & 8.7.3 with:</u> The Minimum Horizontal Distance measured at right angles from the centre of nearest track to any part of a structure (all structure shall be rigid and well founded) carrying electrical conductors crossing a railway shall be: i) For new structure: (H + 6)m* ii) For existing structure: (H+2.825)m* (Where, 'H' is the height of post/structure from nearest ground level) Note: Any post/structure which is so constructed or guyed as to remain in a vertical position or on failing this to continue to provide the minimum clearances of 2.825m with one or all of the conductors broken or, with its conductors	As per ACS No. 13 (Para 11 (iv)) of IRSOD issued vide letter at ref. 1) above.

	or with its conductors attached, when subjected to maximum wind pressures, may be considered to be a "rigid well founded post/structure". **Para 1.7.3 (ii) (page 4) & Para 8.7.3 (ii) (page 34)**: However, for other structures carrying electrical conductors crossing a railway and not covered in (i) above, the **Minimum Horizontal Distance** measured at right angles from the centre of nearest track, shall be equal to height of structure in meter above ground level plus 6 meter.	attached, when subjected to maximum wind pressures, shall be considered to be a "rigid well founded post/structure".	
2	**Para 2.2.3 (page 8) & Para 9.2.3 (page 38)**: Minimum horizontal distance from center of track to any structure:	i) **To continue the heading of Para 2.2.3 & Para 9.2.3 after semicolon as**: 'For New Works or Alteration to Existing Works'. ii) **To add a Note to Para 2.2.3 & 9.2.3 as**: Note: a) Items 2.2.3 (ii) & (iii) (page 8)/ 9.2.3 (v) & (vi) (page 38), "above shall not be applicable in case of Bridges/ Tunnels & Ballast-less track (including washable aprons)". b) However, for alteration to existing works, Items 2.2.3 (ii) & (iii) (page 8)/ 9.2.3 (v) & (vi) (page 38) may be condoned by MD/DFCCIL through CPM/Projects after making full efforts for providing prescribed clearances as far as possible.	As per ACS No. 15 (Para 11 (B)) of IRSOD issued vide letter at ref. 2) above.

'*' Any relaxation/condonation may be done by EIG within provisions of 'Regulations for Power Line Crossings of Railway Tracks' issued by Ministry of Railways.

3.0 The above corrections may please be considered and be issued as A&C Slip No. 3 to DFC SSOD.

4.0 This issued with the approval of Director/Infra and Director/PP.

3/11/2014

(Bhupender Singh Bodh)
General Manager (Elect.)/Technical Services,
DFCCIL

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

सं. 2011/CEDO/IRSD/Elect/02

New Delhi, Dated 19.11.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : Modification of provisions in IRSOD-2004.

Ref : ED/Structures/RDSO's letter no. CBS/BCM, dated 17/20.10.14.

ED/Structures/RDSO, has moved a proposal for issuing correction slip in IRSOD-2004 BG Revised,2004.(copy of relevant papers enclosed).

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

Encl: As above

19/11/14
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

(i) EDCE(B&S), Railway Board, New Delhi
(ii) ED/Structures, RDSO, Manak Nagar, Lucknow.

Ministry of Railways
Issue with Enclosure
Signature
Date of Issue

d/c

Please Issue
Sidhu
17.11.14

H.L.Suthar
एच.एल.सुथार
Executive Director/Structures
कार्यकारी निदेशक / संरचना

भारत सरकार – रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Government of India-Ministry of Railways
Research Designs & Standards Organisati
Lucknow- 226011
Rly. : 032-42126 Phone / Fax : 0522-24657
Email : edstructures@gmail.com

No. CBS/BCM

Dated: 17.10.2014

EDCE (G),
Railway Board,
(Ministry of Railways),
Rail Bhawan
New Delhi.

Sub: Modification of provisions in IRSOD-2004.

1.0 The existing provision regarding minimum horizontal distance from centre of track to any structure are as reproduced as under:

Chapter I- General:

"8. Minimum horizontal distance from centre of track to any structure except a platform

(iii) (a) Below the rail level up to the formation level of the track on straight and curves up to radius of 875 mm	*2575 mm*
(b) Below the rail level up to the formation level of the track on curves with radius less than 875 mm."	*2725 mm.*

Note:- (a) The required clearances as mentioned under item 8(iii) (a) and (b) above will be applicable in case of new lines/doubling/electrification.

Chapter II- Station Yards

"11. Minimum, horizontal distance from centre of track to any structure:
(A) For existing works:

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

Note: (c) The clearances mentioned above in item (v) and (vi) will be applicable only in new yards/electrification works.

2.0 As modified by ACS 3 (issued vide RDSO's letter no. CT/SD/REV/BG/MG dated 12-09-2007), the provisions indicated in Chapter 2 clause 11 (A) (v) & (vi) are not applicable in case of bridges.

3.0 As per clause 16.9.6.4 of IRC-CBC (Reprint-2014), the minimum deck width between inside faces of ballast retainer shall be 4.5m. RCC/PSC slabs or girders are accordingly designed and being constructed with deck width of 4.5m. These are infringement to provision of IRSOD. The provisions in IRSOD and IRS-CBC are not consistent.

4.0 In view of above, it is requested that provision of Clause 8 (iii) (a) & (b) of Chapter 1 General be modified in line with Clause 11 A (v) & (vi) of Chapter 2 Station Yards.

17/x/2014

(H.L. Suthar)
ED/Structures

Copy to:

EDCE/B&S, Railway Board, Rail Bhawan, New Delhi.

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

No.2014/CEDO/ORI/17. New Delhi, Dated 18.11.2014

The General Manager,
East Central Railway
HAJIPUR

विषय : Opening of New BG line (Non Electrified) between Sonpur Station (Km.272/9 from Katihar Junction) and Hajipur Station (Km. 266/15 from Katihar Junction) in Sonpur - Hajipur Section of Sonpur Division of East Central Raillway for Public Carriage of Goods and Passenger Traffic.

संदर्भ : CCRS's letter no. R.12012/01/2014-15-T.W, dated 30.10.2014.

The above section was inspected by CRS, Eastern Circle, Kolkata on 12.08.2014 and opening of the section was authorized by him vide letter no. 37/I/7/14/316/H dated 18.08.2014 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, Eastern Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

(आलोक कुमार) 18.11.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09910487302 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information 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), East Central Railway, Hajipur.

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

D/C

Issue/Issued Letter pl.
18/11/14

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 11.11.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

The General Manager,
North Central Railway,
Allahabad.

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : Board's letter of even no.: dated 15.7.14, 31.7.14 & 27.10.14

Please find enclosed herewith Board's letter of even no. dated 27.10.2014, wherein RDSO was asked to advise the action taken report on the instructions of Board as mentioned in Board's letters, dated 02.12.2009, 01.11.2012 & 31.7.2014.

Even after more than 3½ months the requested information has not been made available so far, as a result of which Board's comments could not be cumunicated to CCRS, due to which Board's approval for 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways have been delayed.

RDSO may please advise the comprehensive action taken report at the earliest, as the matter is under active consideration of Board.

The matter is treated as **MOST URGENT**.

11/11/14

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

DA : As above

Copy forwarded for information & necessary action to :

(i) PCE, North Central Railway, Allahabad; as per discussion held in Board on 17.10.2014 and on telephone on 22.10.2014.
(ii) ED/Track-1, RDSO, Manak Nagar, Lucknow, w.r.t. item no. 2 of Board's letter dated 15.07.2014.
(iii) EDCE/P, Railway Board, w.r.t. iten no. 5 of Board's letter dated 15.07.2014.
(iv) EDME/Freight, Railway Board.

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

Note : Copy forwarded for information to all above, by email also.

O/C

273
SW-9

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 27.10.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

The General Manager,
North Central Railway,
Allahabad.

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : Board's letter of even no.; dated 15.07.2014 & 31.07.2014.

Please find enclosed herewith Board's letter of even no. dated 31.07.2014, wherein RDSO was asked to advise the action taken report on the instructions of Board as mentioned in Board's letters, dated 02.12.2009 & 01.11.2012.

Even after more than 2½ months the requested information has not been made available so far, as a result of which Board's comments could not be cumunicated to CCRS, due to which Board's approval for 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways have been delayed.

RDSO may please advise the comprehensive action taken report at the earliest, as the matter is under active consideration of Board.

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

DA : As above

Copy forwarded for information & necessary action to :

(i) PCE, North Central Railway, Allahabad; as per discussion held in Board on 17.10.2014 and on telephone on 22.10.2014.
(ii) ED/Track-1, RDSO, Manak Nagar, Lucknow, w.r.t. item no. 2 of Board's letter dated 15.07.2014.
(iii) EDCE/P, Railway Board, w.r.t. iten no. 5 of Board's letter dated 15.07.2014.
(iv) EDME/Freight, Railway Board.

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

सं. 2014/CEDO/SR/05 New Delhi, Dated 05.11.2014

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

विषय : Running of WDP-4D (Twin Cab) class of Diesel Locomotive up to a maximum speed of 135 kmph on track maintained to C&M-1,Vol-1 standard over Northern Railway..

संदर्भ : NR's office letter no. 519-W/830 Pt.II, dated 11.11.2013.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways, Railway Board is hereby communicated for running of WDP-4D (Twin Cab) class of Diesel Locomotive up to a maximum speed of 135 kmph on track maintained to C&M-1,Vol-1 standard on BG section of Northern Railway at a maximum speed of 135 kmph or at sectional speed whichever is less subject to terms and conditions as given in RDSO's Final maximum permissible Speed Certificate no. SD.WDP4D.11, dated 15.03.2012 with its Amendment no. dated 03.05.2013 and Northern Railway's Joint Safety Certificate no. 22/2013 dated 17.05.2013, Track Certificate & other Certificates accompanying above referred letter.

5/11/14

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

सं. 2014/CEDO/SR/05 New Delhi, Dated 05.11.2014

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 13011/23/2011-टी.डब्लू./269. dated 02.09.2014.
(ii) The General Managers, All Indian Railways (except NR).
(iii) The Commissioner of Railway Safety, All Circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) ED/ME/Traction, Railway Board, Rail Bhawan, New Delhi.

OK
Issue pls

5/11/14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

Note : Copy forwarded for information to all above, by email and same may also be downloaded from website : www.indianrailways.gov.in ; from Railway Board -> Civil Engineering Directorate-> Sanction letters.

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 27.10.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

The General Manager,
North Central Railway,
Allahabad.

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : Board's letter of even no.; dated 15.07.2014 & 31.07.2014.

Please find enclosed herewith Board's letter of even no. dated 31.07.2014, wherein RDSO was asked to advise the action taken report on the instructions of Board as mentioned in Board's letters, dated 02.12.2009 & 01.11.2012.

Even after more than 2½ months the requested information has not been made available so far, as a result of which Board's comments could not be cumunicated to CCRS, due to which Board's approval for 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways have been delayed.

RDSO may please advise the comprehensive action taken report at the earliest, as the matter is under active consideration of Board.

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

DA : As above

Copy forwarded for information & necessary action to :

(i) PCE, North Central Railway, Allahabad; as per discussion held in Board on 17.10.2014 and on telephone on 22.10.2014.
(ii) ED/Track-1, RDSO, Manak Nagar, Lucknow, w.r.t. item no. 2 of Board's letter dated 15.07.2014.
(iii) EDCE/P, Railway Board, w.r.t. iten no. 5 of Board's letter dated 15.07.2014.
(iv) EDME/Freight, Railway Board.

Ministry of Railways (R)
रेलवे बोर्ड / Railway Board
Issued with Enclosure
Signature
Name & Date

Please see my D.O. letter.
27.10.14

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 31.07.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : Board's letter of even no.; dated 15.07.2014

Please find enclosed herewith copy of Board's letter referred above addressed to CCRS, wherein feedback as received from concerned Dtes. of RDSO and Railway Board was conveyed.

RDSO may please advise the action taken on the instructions of Board as mentioned in Board's letters, dated 02.12.2009 & 01.11.2012, possibly by 08.08.2014, as the matter is under active consideration of Board.

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

DA : As above

Copy forwarded for information & necessary action to;:

(i) ED/Track-1, RDSO, Manak Nagar, Lucknow, w.r.t, item no. 2 of Board's letter dated 15.07.2014.
(ii) EDCE/P, Railway Board, w.r.t. iten no. 5 of Board's letter dated 15.07.2014.
(iii) EDME/Freight, Railway Board.

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

सं. 2009/CEDO/SR/48 New Delhi, Dated 15.07.2014

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

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : CCRS's letter no. Q.13011/382009-T.W; dated 19.10.12 & 25.9.13

With reference to your office letters referred above; feedback as received from concerned Dtes. of RDSO and Railway Board are as under :

1. Exe.Director Stds(Wagon)/RDSO : Equipment failure data does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL wagon in 2008.
2. Exe.Track-1/RDSO : No data has been made available by Railway to RDSO for study on the subject. RDSO vide their letter no CT/DG/LW/BOX dated 11/12.06.2013 and 19.06.14 has requested NCR that relevant data according to stipulations of Railway Board letters dated 02.12.09 & 01.11.12 be made available for analysis.
3. EDME/Fr./Railway Board : The report of EDS/Wagon/RDSO for BOXNHL wagon is agreed to.
4. EDTT/S/Railway Board : In view of a large proportion of the fleet being BOXNHL (35% of total BOXN fleet) and the operational requirement for its movement over all Zones, re-validation of sanction is imperative.
5. Civil Engineering (EDCE/P)/ Railway Board :Compliance on the stipulations made in the Board's letter dated 02.12.2009 needs to be taken from NCR before putting the wagon on regular operation.

This is for your information please.

15/7/14

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

DA : as above

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

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

The General Manager(Engg),
North Central Railway,
Allahabad.

Sub: Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP(CC+8+2t)section of NC Railway.
Ref:Your letter No. 355-W/CRS/BOXNHL/22.9t/NCR/Bridge,dt:14.05.2009

....

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for **Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP (CC+8+2t) section of North Central Railway** subject to terms and conditions as given in RDSO's Final Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate and other Certificates accompanying above referred letter .

The sanction is further subjected to the recommendations/suggestions made by CRS/NE Circle/ LKO and CCRS/LKO vide their letters No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009 & No क्यू.13011/38/2009- ब्रांच II dt. 16.10.2009 respectively and with Board's comments as under:

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

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

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

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

(continue-2)

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

(T.Gupta)
Executive Director Civil Engg.(G)
Railway Board.

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

Copy forwarded for information to:

1. CCRS, Compound of DRM/NER, Ashok Marg, Lucknow –226001 w.r.t. his endorsement No. क्यू.13011/38/2009- तारीख dt. 16.10.2009
2. The Commissioner of Railway Safety, N.E. Circle, Hazratganj, Lucknow- 226001 w.r.t. his letter No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009
3. The Executive Director Standards (Motive Power), RDSO, Lucknow, w.r.t. his letter No. MW/SPD/BG/BOXNHL/22.9t, dt. 23.03.2009,09.04.2009.
4. GM (ENGG) ALL INDIAN RAILWAYS

(T.Gupta)
for Secretary, Railway Board.



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

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

The Director General,
RDSO, Manak Nagar,
Lucknow

The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

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

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issued with Enclosure
हस्ताक्षर
Signature

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

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

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

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

The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

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

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

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

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

(आलोक कुमार) 20/10/14

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

Copy forwarded for information to :

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

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

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

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

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

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



O/C

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

सं. 2014/CEDO/SR/04

New Delhi, Dated 20.10.2014

The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

IMPORTANT

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

सं. 2014/CEDO/ORI/O/02

New Delhi, Dated 17.10.2014

The General Managers,
All Indian Railways.

विषय : Feedback and discussion regarding - (1) Completed / opened works for which sanction of Board has so far not been initiated or concluded; (2) Proposed amendments to - (a) "The Railways (Opening for Public Carriage of Passengers) Rules 2005", (b) Policy Circular No. 6, (c) Policy Circular No. 7, (d) IRSOD - meeting in Railway Board on 7th November 2014.

Kindly refer to Board's letters no. 70/WDO/ORI/RO/1/Vol.II, dated 09.9.2011, 2011/CEDO/SR/15/O/Vol.II, dated 15.5.2014 and 2014/CEDO/ORI/O/02, dated 21.8.2014, wherein Railways were asked to sent feedback regarding completed/opened new works for which sanction of Board has so far not been initiated or concluded and also regarding proposed amendments to Policy Circular Nos. 6 & 7 and "The Railways (Opening for Public Carriage of Passengers) Rules 2005" respectively.

These documents are under active consideration in Railway Board and the modified revised versions are planned to be issued based on experience gained by Railways and feedback from the field and other units.

Feedback and modifications/suggestions, if any in above respect may please be sent to the undersigned by 3rd November 2014 (in juxtaposition with soft copy also), so that revised Rules/Circulars may be finalised.

Further, meeting on the subject has also been scheduled at 11.00 hrs. on 7th November 2014 in the Conference Hall, Rail Bhavan, New Delhi for which the concerned SAG officers with complete details may be directed to attend for fruitful discussion during the meeting.

17.10

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

Copy for information and necessary action to PCEs and CAOs(C), all Indian Railways.

CAO/CR may also please attend the meeting on 07/11/14.

31/10/14 EDCE

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Enclosure

IMPORTANT

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

सं. 2014/CEDO/ORI/O/02 New Delhi, Dated 17.10.2014

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All Indian Railways.

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17.10.14

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17-10-14

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

IMPORTANT

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

सं. 2014/CEDO/ORI/O/02 New Delhi, Dated 17.10.2014

The General Managers,
All Indian Railways.

विषय : Feedback and discussion regarding - (1) Completed / opened works for which sanction of Board has so far not been initiated or concluded; (2) Proposed amendments to - (a) "The Railways (Opening for Public Carriage of Passengers) Rules 2005", (b) Policy Circular No. 6, (c) Policy Circular No. 7, (d) IRSOD - meeting in Railway Board on 7th November 2014.

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17-10-14

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17-10-14

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issued with the pleasure
Signature
Date of issue

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

No. 2014/CE-I/EDCE(G)/Misc./7 New Delhi, Dated 15.10.2014

The Principal Chief Engineers,
The Chief Administrative Officers(C)
All Indian Railways

विषय : Important Policy instructions issued by Railway Board.
संदर्भ : AM/CE's letter no. 2014/CE-II/Genl/Instructions dated 30.9.14

In continuation to Board's letter under reference, please find enclosed herewith the summary of instructions issued by the Civil Engg (G) Dte. of Railway Board in the last 5 years, which are pending for feedback/suggestions/compliance. The subject and letter number with date of issue have been given in the summary. The letters are also being enclosed in email for your ready reference.

It is requested to go through these instructions and report their compliance/feedback status. A conference of PCEs is proposed to be held in the last week of the October to review the compliance/feedback status by Member Engineering.

DA : As above

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

Ministry of Railways
Railway Board
Enclosure
Signature
Date of Issue

O/C

Pending Feedback position from the Rlys on the following issues are as under :

Sl	Letter no	Date	Subject	Remarks
1	70/WDO/ORI/ RO/1/Vol.II	09.9.11	Sanction of Railway Board for opening of newly completed/ commissioned Railways.	Pending with all Railways
2.	70/WDO/ORI/ RO/1/Vol.II	10.10.11	Sanction of Railway Board for opening of newly completed/ commissioned Railways.	Reminder of letter no. 70/WDO/ORI/ RO/1/Vol.II. Dated:10.10.11
3.	70/WDO/ORI/ RO/1/Vol.II	24.5.12	Sanction of Railway Board for opening of newly completed/ commissioned Railways.	Reminder of letter no. 70/WDO/ORI/ RO/1/Vol.II. Dated:24.05.12
4.	70/WDO/ORI/ RO/1/Vol.II	03.1.13	Sanction of Railway Board for opening of newly completed/ commissioned Railways.	Reminder of letter no. 70/WDO/ORI/ RO/1/Vol.II. Dated:03.01.13
5.	2011/CEDO/SR /15/O/Vol.II	15.5.14	Modification to Policy Circular No. 7	Feedback from ECR & NER not received. However, based on inputs, draft circular (modified) is being sent to CCRS for their valuable and considered views on the document
6.	2014/CEDO/ ORI/O/02	21.8.14	Proposed amendments to "The Railways (Opening for Public Carriage of Passengers) (Amendment) Rules 2005	Feedback from CR, ECR, ECoR, ER, NER, NFR, NR, NCR, NWR, SCR, SECR, SWR, WCR, WR not received.

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

No. 2014/CE-I/EDCE(G)/Misc./7 New Delhi, Dated 15.10.2014

The Principal Chief Engineers,
All Indian Railways

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PTO

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

OIC

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FTS No.- 110973

Standing Committee/outs
Glossary

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

शाखा CE-I
BRANCH

मिसिल सं.
FILE NO. 2014/CE-I/EDCE(G)/Misc./7

विषय
SUBJECT

Glossary of terms used by the Indian Railways.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

File No. 2014/CE-I/EDCE(G)/Misc./7

Sub : Glossary of terms used by Indian Railways.

Ref : JDF(BC)'s letter No. 2014/BC-II/XV/600/1, dated 11.06.2014.

JDF(BC)'s vide his note on the above mentioned subject, has desired the terminology used by Indian Railways may be defined/explained for onward transmission to Lok Sabha Secretariat. Remarks on the items pertaining to AM/CE is given below :

1. **Item No. 3 : Alumino Termit (AT) Welding**

Aluminothermic welding is a welding process for the joining of rails. The aluminothermic compound is a mixture of aluminium, iron oxides, alloying elements and special additives. The mixture on ignition creates an exothermic reaction to produce superheated molten steel, which is poured into the standard gap between two preheated rails with the help of moulds to form the weld.

2. **Item No. 11 : Ballast Cleaning Machines**

The Ballast Cleaning Machine carries out screening of track's ballast bed, which becomes caked up over a period of time. During screening of caked up Ballast bed, whole ballast is removed by machine and screened on its vibrating seines, muck is thrown away outside of track and clean ballast is put back in track. This is a periodic maintenance requirement to restore drainage, elasticity and maintainability of track.

3. **Item No. 16 : Broad Gauge**

Inner distance between two running rails is 1,676 mm.

4. **Item No. 39 : Digital Ultrasonic Flow Detector**

The rail and welds are subjected to fatigue due to operation of rolling stocks. The defects in rail/welds develop in service either due to imperfections present in material or due to fatigue. Timely detection of defects is essential to prevent in service failure of Rail/welds,which may be catastrophic. The Ultrasonic testing of rails/welds is a powerful tool for inspection and maintenance of rails/welds.

Digital Ultrasonic Flaw detectors are the equipments used for ultrasonic testing of rails/welds for detection of flaw. The equipment is development over earlier used analogue equipments. The digital Ultrasonic Flaw detectors have facility of storing pre-set calibration/ sensitivity settings and records of peak pattern observed on various flaw including their details which can be utilized later for monitoring the growth pattern of respective flaw.

5. **Item No. 49 : Flash- Butt Technology**

Flash butt welding is a type of electrical resistance welding that does not use any filler metal. Square cut ends of two pieces of rails to be welded are set apart at a predetermined distance based on the specifications of the welding plant, the section and the metallurgy of the rails. Current is applied to the rail ends. Gap between the two ends of the rails creates resistance and produces the arc required to melt the metal at rail ends. Once required temperature is achieved, they are pressed/butt together to join two rail ends by fusion process.

6. **Item No. 85 : Maximum Permissible Speed**

The maximum permissible speed is the highest speed permitted for a train on a particular section, and is not to be exceeded under any circumstances. The maximum permissible speed depends on the track, coaches,locomotive(s) and the load being hauled; i.e.,the max. permissible speed can be different for different trains on the same section of track.

7. **Item No. 89 : Meter Gauge**

Inner distance between two running rails is 1000 mm.

8. **Item No. 96 : Narrow Gauge**

Inner distance between two running rails is 762 mm and 610 mm.

9. **Item No. 118 : Pre-stressed concrete sleepers**

Concrete sleepers for supporting rails maintaining gauge and transferring load to ground through ballast.

10. **Item No. 126 : Rail Grinding Machine**

Rail Grinding Machine carries out grinding of top table of Rail surface. This is a rail maintenance procedure with primary objective to improve rail-wheel interaction and removes surface defect on rail table. This process is carried out by using on-track machines, which have rotating grinding stones on rail head with an objective to restore optimum profile, remove surface defects such as fatigue materials, corrugations, burrs, wheel burns etc.

11. **Item No. 135 : Route Kilometer**

A unit of distance, measuring the distance by rail between two points on the railway network.

12. **Item No. 139 : Running Track Kilometre**

The sum of all running lines (counting each line of doubled, tripled, etc., lines separately) between two points.

13. **Item No. 142 : Self Propelled Ultrasonic Rail Testing Car**

The ultrasonic testing of rails and welds is carried out either manually using single/double rail testers or using self propelled vehicles. The self propelled ultrasonic rail testing car is the Ultrasonic testing system mounted on self propelled vehicular system. The system does not require any external loco for hauling the system. These have the facility of Ultrasonic testing of rail/weld at higher speed say more than 30kmph.

14. **Item No. 151 : Steel Channel Sleepers**

Steel sleepers for supporting rails and maintaining gauge, mostly used on bridges.

15. **Item No. 154 : Tie Tamping**

Ties are sleepers holding the two railways and resting on ballast bed. Tie tamping is an activity for packing the ballast bed below the ties (sleepers) to correct the track geometry. This is essential for proper track maintenance.

16. **Item No. 157 : Track Kilometers**

The sum of all running lines, sidings, yard track age, etc., between two points.

17. **Item No. 158 : Track Recording Car**

(i) Track Recording Cars carries out high speed electronic and objective assessment of track geometry so as to establish a regime of predictive maintenance to improve track reliability.

(ii) The vehicle used for continuous record of the track geometry under loaded conditions at nominated intervals.

18. **Item No. 159 : Track Renewal**

Track renewal is a continuous activity, which is to be undertaken as and when a stretch of track becomes due for renewal on the basis of criteria laid down in Indian Railway Permanent Way Manual that are as under :

(i) Expected Service Life in terms of Gross Million Tonnes carried.

(ii) Incidence of rail fractures/facilities.

(iii) Wear on rails.

(iv) Maintainability of track to prescribed standard.

(v) Plan based renewals.

19. **Item No. 175 : Welded Joints**

The rails are manufactured in limited length. The rails need to be joined in track to provide continuous running surface for rolling stock to move over it. The joining of rail ends is done either using fishplates and fish bolts (known as fish plated joints) or by welding the rail ends (known as welded joints). The welded joints are preferred due to inherent

advantage of smooth running and reduced maintenance effort. The welding can be done using different available techniques viz. Flash Butt Welding, Alumino-Thermic Welding etc.

20. **Item No.176 : Wheel Impact Load Detector (WILD)**

Wheel Impact Load Detector (WILD) is a way-side detection system for identifying such rolling stocks, which are contributing excessive load on track beyond the threshold values, as prescribed for safe train running. WILD is an instrumented rail on the running track on which data acquisition starts as soon as the train reaches the WILD location and it automatically stops after passing of the train over WILD.

After processing the acquired data, the report of WILD is automatically generated within one minute and is communicated to all the prescribed locations at control and TXR depots on the Railway system.

It is very reliable and fool-proof system which automatically runs 24x7 without any manual presence. It brings objectivity in detection of the culprit wheel and reports are generated 'on-line' and on 'real time basis'. Such a system has been developed indigenously by Indian Railways (RDSO and IIT/Kanpur) and is well-competitive with the best systems available in the world, but the cost of Indian system is only about one fourth of the other cheapest systems available globally.

Submitted please.

DD/CE-I
16.06.2014

DCE(G)

EDCE (G)

17.6.14

JDF(BC)

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Submitted please.

DD/CE-I
16.06.2014

DCE(G)

EDCE (G)

JDF(BC)

CN/7(Receipt)

Sub: Details of Instructions issued by CE(G) Dte.

A note to OSD/ME is put up for signature, if approved please.

Para
24.9.14

SO/CE-I

DD/CE-I 24/9/14

DCE/G 24/9/14

EDCE(G)

DCE/G

A note to DCR(P) regarding list of various instructions issued by CR(G) is placed below for approval/signature please. DCR(P) may please remove a copy of the same.

SO/CE-I
01/10/14

DD/CE-I 1/10/14

DC E/G 01/10/14

EDCR(G)

[DCR(P)]

Note has been sent (F/C)

1. કયાં નોટ મોકલવા જે મોકલી દીધાનાં દુ)
2. આ સિવાય કોઈ document મોકલવું જે ઉમેરવાનું
બાકી રહતું હોય)

01.10.14
SO CE/G

Sr માટેનાં મુજબ
Dy Dir./CE-I

A list of Feedback position from the Railways on the issues are placed below. DCE(G) may please see for approval.

Fair letter for PCEs, CAO(C)s is placed below for signature please, if approved.

13.10.17
ADEN Civil

May please sign draft letter for zonal Rly.
13/10/17

DIr/CE(G)

EDCE(G)
13/10/17

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

No.2014/CEDO/ORI/15. New Delhi, Dated 15.10.2014

The General Manager,
North Eastern Railway,
Gorakhpur

Sub : Opening of Railways - Introduction of 25 Kv electric traction on Barabanki (excl.) - Gonda Jn. (incl.) BG double line section of Lucknow Division of North Eastern Railway for Public Carriage of Passengers.

Ref : CCRS's letter no. R.12025/01/2014-15-T.W, dated 26.09.2014.

The above section was inspected by CRS, N.E. Circle, Lucknow on 15.07.2014 and opening of the section was authorized by him vide letter no. 444/I/C/OPG/PT/SANC-02 dated 21.07.2014 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.

16/10

15/10/14

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

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

सं. 2014/CEDO/SR/06 New Delhi, Dated 08.10.2014

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

विषय : Sanction for running of single headed WDG-5 class of Diesel Locomotive (5500 HP & axle load 22.3t) to RDSO's General Arrangement Drawing no. SK.DL-4744 (Alt.a) up to a maximum speed of 90 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG section s of Western Railway.

संदर्भ : CCRS's office letter no. Q. 15015/01/2014-15-T.W., dated 19.9.14.

Commission has forwarded Western Railway's above cited case for running of single headed WDG-5 class of Diesel Locomotive (5500 HP & axle load 22.3t) to RDSO's General Arrangement Drawing no. SK.DL-4744 (Alt.a) upto a maximum speed of 90 kmph on track maintained to other than C&M-1, Vol-1 standards over proposed BG sections of Western Railway with following condition :

"As less vertical ground clearance is available due to Traction Motor (TM) Gear Box, wheels of WDG-5 locomotive will be condemned at 1022mm diameter instead of 1016mm during their movement/operation."

Now, RDSO vide their letter no. SD.Dev.L.WDG5, dated 01.10.14 (copy enclosed) have further clarified that :

"Highest point of the locomotive is calculated based upon the maximum diameter of wheel, i.e. new wheel dia. (1092mm) and minimum height of lowest part of locomotive is always calculated based upon the minimum diameter, i.e. fully worn wheel dia. (1016mm)".

It can be seen from above that in such condition when wheel diameter is more than fully worn condition, i.e. 1016mm dia.: gear box clearance will increase beyond 91mm, i.e. it would be on better side.

You are requested to kindly consider the above and advise the revised recommendation, if any.

DA : As above

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

Copy for information to DG/RDSO, Lucknow and EDME(Tr), Rly. Board, New Delhi.

Please Issue fair letter 8.10.14

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

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450116
DID (0522) 2466310

No. SD.Dev.L.WDG5 Dated: 01.10.2014

(Fax No. 011- 23383167)

EDME (Tr),
Railway Board, Rail Bhawan,
New Delhi- 110.001

कार्यकारी निदेशक यांत्रिक अभियन्ता (ट्रैक्शन)
रेलवे बोर्ड, रेल भवन,
नई दिल्ली –110 001

Sub: Wheel dia in WDG5 loco.

Ref: Telephonic conversion with undersigned on 30.09.2014.

Reference above, it is clarified that highest point of the locomotive is calculated based upon the maximum diameter of the wheel i.e. new wheel dia (1092 mm) and minimum height of lowest part of locomotive is always calculated based upon the minimum diameter of the wheel i.e. fully worn wheel dia (1016 mm). Similarly, in case of WDG5 locomotive, the lowest part is gear case, which will project at 91 mm above rail level when wheel will be in fully worn condition. Accordingly, condonation of WDG5 locomotive has been obtained from Railway Board, vide letter no. 2012/CEDO/SD/RS/03 dated 22.03.2012 (copy enclosed). It can be seen from above that in any case if wheel diameter is more than fully worn condition dia i.e. 1016mm, projection of gear case will be increased from 91 mm.

A sketch bearing drawing no. SK.DL- 4754 is also attached herewith indicating projection of highest and lowest parts of the WDG5 locomotive. This is for your kind information please.

DA: As above

(अनुराग मिश्रा)
सं0 निदेशक/चालन शक्ति (स्टीकल)
कृते महानिदेशक/चालन शक्ति

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RB2012 3/12207

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

No. 2012/CEDO/SD/RS/03

New Delhi, Dated 22.03.2012

The Director General,
RDSO, Manak Nagar,
Lucknow.

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

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

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

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

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

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

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

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

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

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

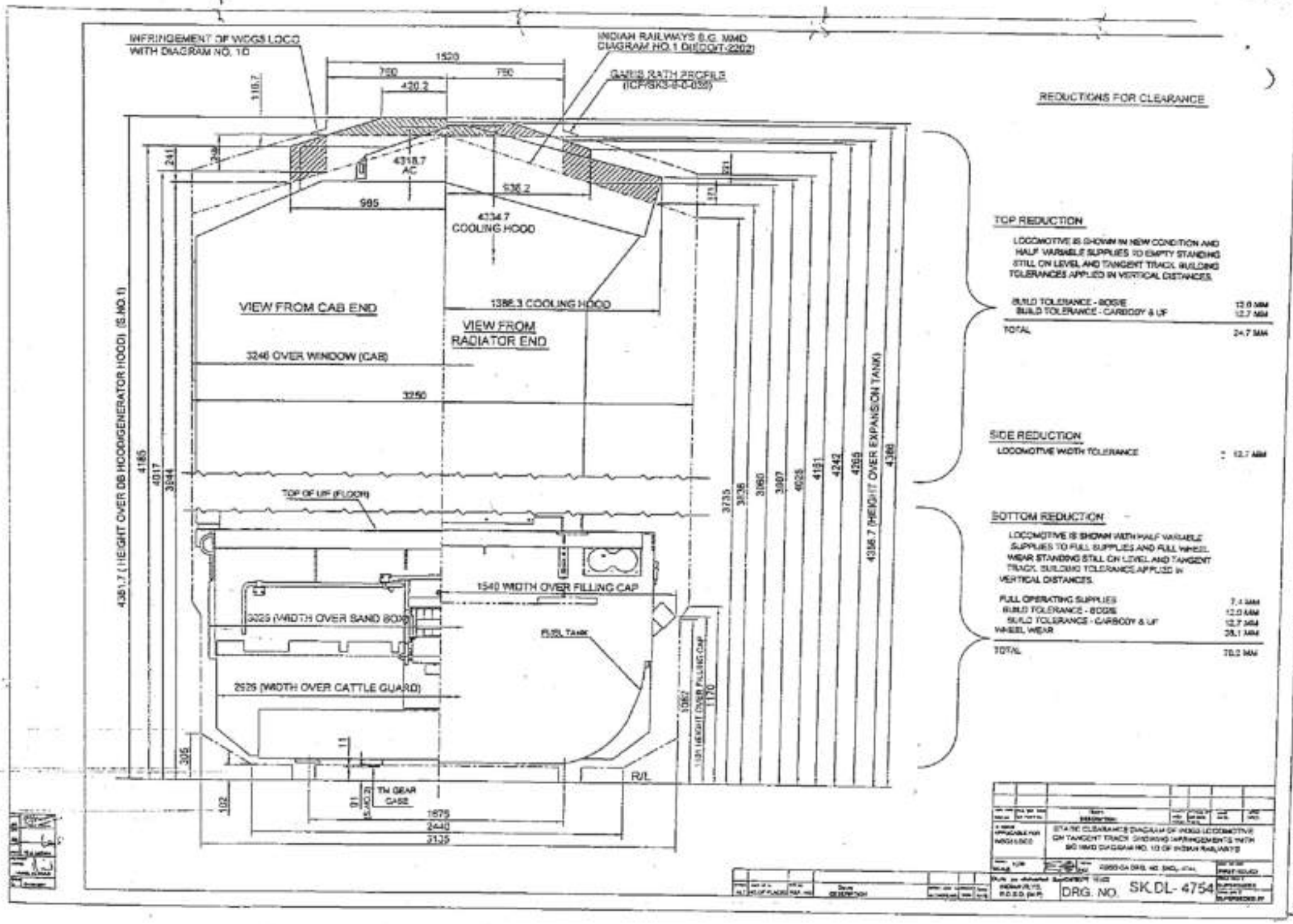
New Delhi, Dated 22.03.2012

No. 2012/CEDO/SD/RS/03

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. वयू. 11014/5/12- टी.डब्लू, dated 09.02.2012.
(ii) General Managers, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director/Track-I, RDSO, Lucknow.
(v) EDME (Traction), Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार)
मुख्य सचिव, रेलवे बोर्ड



REDUCTIONS FOR CLEARANCE

TOP REDUCTION

LOCOMOTIVE IS SHOWN IN NEW CONDITION AND HALF VARIABLE SUPPLIES TO EMPTY STANDING STILL ON LEVEL AND TANGENT TRACK. BUILDING TOLERANCES APPLIED IN VERTICAL DISTANCES.

BUILD TOLERANCE - BOGIE	12.0 MM
BUILD TOLERANCE - CARBODY & UF	12.7 MM
TOTAL	24.7 MM

SIDE REDUCTION

LOCOMOTIVE WIDTH TOLERANCE	± 12.7 MM

BOTTOM REDUCTION

LOCOMOTIVE IS SHOWN WITH HALF VARIABLE SUPPLIES TO FULL SUPPLIES AND FULL WHEEL WEAR STANDING STILL ON LEVEL AND TANGENT TRACK. BUILDING TOLERANCE APPLIED IN VERTICAL DISTANCES.

FULL OPERATING SUPPLIES	7.4 MM
BUILD TOLERANCE - BOGIE	12.0 MM
BUILD TOLERANCE - CARBODY & UF	12.7 MM
WHEEL WEAR	28.1 MM
TOTAL	70.2 MM

STATIC CLEARANCE DIAGRAM OF WDG3 LOCOMOTIVE ON TANGENT TRACK SHOWING INFRINGEMENTS WITH BG MMD DIAGRAM NO. 10 OF INDIAN RAILWAYS

DRG. NO. SK.DL-4754

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S.NO.2

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

सं. 2014/CEDO/SD/IRSOD/O/1 New Delhi, Dated 07.10.2014

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Amendment to IRSOD(BG), 2004.

संदर्भ : (i) RDSO's letters no. CT/SD/REV/BG/MG, dated 05.12.13 & 24.6.14
(ii) Item no. 1220, 1229 and S. No. 21 of Item no. 1238 of 83rd TSC
(iii) Rly Board's letter no. 2012/CE-II/TSC/1 dated 29.8.13 & 10.10.13

Vide reference (i) above; RDSO has proposed correction in IRSOD w.r.t. to Para 1, 16 & 17 of Chapter -I and Para 1 of Chapter -II of Schedule -I of IRSOD regarding Spacing of tracks/ Formation width (Single/Double/3rd/4th line) for new works and alteration to existing works.

RDSO may clarify on the following issue :-

"Para 8/ Para 11 of Chapter-I/ Chapter-II respectively of IRSOD states that 'minimum horizontal distance from centre of track to any structure except platform line- below the rail level upto the formation level of the track on straight and curves upto radius of 875m is 2575mm.'

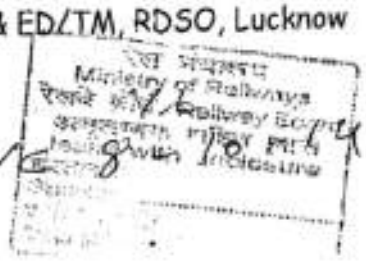
The above provisions are provided for working of Track machines to cater ballast toe width upto 2525mm from centre line of track. However, due to provision of ballast cushion of 350mm, the ballast toe width would increase upto 2852mm instead of 2525mm."

This aspect needs examination & clarification from concerned Dtes. of RDSO. Also, please arrange to provide sketches for Single/double/3rd/4th line w.r.t. 7800mm/13160mm formation width with centre to centre distance of 5300mm (i.e. existing provision of IRSOD) between Single/Double lines."

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

Copy for information and n/a to :

(i) EDCE(P) & EDTk/Mc, Railway Board w.r.t. reference (ii) & (iii) above.
(ii) ED/Track-1, ED/Geotech Engg & ED/TM, RDSO, Lucknow



S.No.2
1240
S.No.27
Annexure-II (12)

// 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.

टेलि/Tele : GOT-2465705(O) 2452426(Res.)
Rly.-42122(O) 43122(Res.)
टेली/Fax : 91-0522-2465705
E-mail: dbs2@rdso.railnet.gov.in

सत्यमेव जयते

भारत सरकार – रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Government of India-Ministry of Railways
Research Design & Standards Organisation
Lucknow- 226011

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No. CBS/PBEJ/Reg/Sneha Bearings

Dated: 23-09-2014

M/s. Sneha Bearing Pvt. Ltd.,
Plot No.-X-11, General Block,
Bhosari, MIDC,
Pune-411026.

Sub: Continuation in the approved list of RDSO for fabrication and supply of Elastomeric and POT-PTFE Bearings with works at Gat No. 130, Village-Rajapur, Taluka-Bhor, Pune.

Ref: 1. Your Renewal application No. Nil dated 06-05-2014 & reply dated 08-07-2014.

2. Your letter No. SB/SMT/092014/98 dated 12-09-2014.

****

1. Based on Quality Audit of the infrastructure, T&P and other facilities installed at your works at Gat No. 130, Village-Rajapur, Taluka-Bhor, Pune, your firm registration is hereby continued in the approved list of RDSO for fabrication and supply of Elastomeric and POT PTFE Bearings.

2. Any change in the address of your office or manufacturing units shall be brought to the notice of Director General/B&S, RDSO, Lucknow. You are liable to be dropped from the approved list if your product is found unsatisfactory at any stage of fabrication and inspection or on any other violation as mentioned in Para 4.5, 4.6, 4.8.1 & 4.8.2 of "Guidelines for Registration and Quality Audit of Vendors in Bridge & Structure Directorate", available on RDSO Website- http://www.rdso.indianrailways.gov.in.

3. This continuation in the approved list of RDSO will be valid for a period of three years, ending on last day of the 36th month of previous registration i.e. upto end of May. 2017.

4. The further continuation in the approved list of RDSO will be subject to Quality Audit which generally will be conducted during last three months of the validity. However, if special condition warrants, Quality Audit may be conducted earlier also.

5. It is the responsibility of the firm to facilitate the RDSO Team for conducting Quality Audit as & when required.

Please acknowledge receipt of the letter.

23/9/2014

(Y.S.Hooda)
Director/ B&S/Test. & Insp.
For Director General/B&S

Copy forwarded for information and necessary action to:

I. Chief Bridge Engineer:
   1. Central Railway, Mumbai CST-400 001.
   2. Eastern Railway, Fairlie Place, Kolkata-700 001.
   3. East Central Railway, Hazipur-844 101.

Pertained to EDCE(BAS)/II
16.10.14
ADE(CBS)

12/10/14

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

सं. 2013/CEDO/SR/06/PC-6/O

New Delhi, Dated 25.09.2014

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

विषय : Proposed modification to Policy Circular No. 6 - "Procedure for Certification of Maximum Permissible Speed for Rolling Stock".

संदर्भ : Railway Boards letter no. 92/CEDO/SR/4/O/Pt, dated 23.12.1999.

Policy Circular No. 6 on the subject of *"Procedure for certification of maximum permissible speed for rolling stock and trains"* was issued by Railway Board on 23.12.1999 vide letter under reference. Correction slips to the circular were also issued on 23.11.06 and 09.07.10 with the approval of Board.

Based on experience with Zonal Railways, Board decided to examine and review the provisions of existing circular. These were deliberated through presentation on 02.05.13 in Board by all the concerned Directorates of RDSO and Railway Board alongwith views & inputs from the Zonal Railways etc.

Accordingly, the proposed draft Modified Policy Circular No. 6 has been prepared and it has been examined by the concerned AMs in Railway Board. A copy of the Draft Document with juxtaposition to each Para thereof is enclosed herewith.

You are requested to kindly advise your valuable considered views on the document, so that the Circular may finalised and approved by Railway Board accordingly.

संलग्नक / उपरोक्तानुसार

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

o/c

23C
S.No. 91

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

सं. 2011/CEDO/SD/IRSOD/EL/02

New Delhi, Dated 23.09.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway.

Ref : GM/Central Railway's D.O. letter no. L.451.DC-AC/Conv/04, dated 19.09.2014; addressed to Member Electrical.

General Manager, Central Railway has moved a proposal for issuing correction slip in IRSOD BG Revised,2004, in connection to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway (copy of relevant papers enclosed).

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

Encl: As above

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

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

(i) GM, Central Railway, Mumbai, CST.
(ii) Adv/RE, Railway Board, New Delhi.
(iii) PSO/Sr/PPS to ML for kind information of ML please.

O/C

एस. के. सूद
महाप्रबंधक
S. K. Sood
General Manager

मध्य रेल, छत्रपति शिवाजी टर्मिनस,
मुंबई - 400 001.
CENTRAL RAILWAY
CHHATRAPATI SHIVAJI TERMINUS,
MUMBAI - 400 001.

No. L.451DC-AC/Conv/04

Date: 19-09-2014

Dear Shri A. K. Mittal,

Sub:- DC-AC Conversion – Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway.

Ref:- My DO letter No. CR/DC-AC/CSTM-TNA dtd 06.06.2014

---

1. The work of DC-AC conversion in Thane-CSTM section of Central Railway has been physically completed and papers for CRS sanction are being processed.

2. In this section, there are 7 over line structures (ROBs/FOBs) where head room is inadequate for maintaining normal contact wire height as stipulated in SOD and ACTM. At these locations, the tracks have been/are being lowered so as to achieve minimum headroom as 4.8 M. The available head room at each of these over line structures is indicated in Annexure-I. In view of inadequate headroom at these 7 locations, Railway Board (ML) has already conveyed approval vide letter No.2014/RE/161/10-FTS-105805 dated 20.05.2014 for reduced electrical clearances viz. long term electrical clearance from 250mm to 200 mm and short term electrical clearance from 200mm to 150mm.

3. Due to inadequate head room, maximum height of the rolling stock for operation in this section is required to be restricted. Considering minimum head room available as 4800mm, and reduced electrical clearance at these locations, it is considered that maximum rolling stock height be fixed as 4270 mm. This arrangement is already in operation in the section ERS-KTYM-KYJ viz. KTYM (broad section of ERS-TVC of TVC division of Southern Railway) successfully for the past more than 8 years, where the minimum height of the contact wire in the KTYM tunnel is 4584mm (structure No. 59/29-31, chainage 59/600-700) and rolling stock height has been restricted as 4270 mm. (Ref. Working Time Table of TVC Division Pg-107, copy enclosed as Annexure-II). The Diesel, Electric and AC EMUs are permitted to operate in the section. The chimneys and water radiator pressure caps have been suitably modified by Southern Railway for operation in the section. The copy of CRS sanction is enclosed as Annexure-III. The system is working efficiently without any problem for the past more than 8 years.

4. The similar arrangement is proposed for this section. The issue has been deliberated at length in Central Railway taking in to account the

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

possibility of extent of lowering the tracks, movement of various rolling stock likely to be operated in the section and the reduced electrical clearances. The possibility of further lowering of tracks have been examined and it is not possible to lower the track beyond 4.80 M further at this stage in view of the reliability of track and signal operation. Thus it is considered that the maximum rolling stock is fixed as 4270 mm for operation in this section. The following restrictions in the movement will have to be imposed:-

4.1 WDM-2/WDM3D (height more than 4270mm) 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.

4.2 Train No.11019/11020 Bhubaneshwar-CSTM Konark Express running with WDM-3 Diesel locomotive of Kajipeth Shed is proposed to work with electric locomotive between Pune-CSTM section after DC-AC conversion.

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

4.4 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 has been formulated for deciding the change of locomotive in advance.

4.5 For the POH requirement 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.

4.6 The POH of Garib Rath 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 No. of Western Railway coaches will be POHed at Matunga Workshop.

4.7 The issue of carriages of VIPs having in motion antennas has already been examined and all Railways have been requested to plan movement of carriages at LTT instead of CSTM or relocate the antennas. The movement of other stock with height above 4270mm will be suitably monitored.

1/1

4.8 The above measures will ensure that no stock of height more than 4270mm is permitted in Kurla-CSTM section.

5. The height of AC-DC EMUs Siemens and BT Electrics is 4275mm and 4287mm respectively which is more than 4270mm. However, the pantograph which is the highest equipment is mounted on 25kV insulators and hence need not be considered for determining minimum electrical clearance. It was, therefore, proposed vide CEE's letter No. L.531.P.01A dated 13-08-2014 to determine the maximum height of EMU stock considering highest earthed part for the purpose of calculation of electrical clearance. This will also require Board's approval.

6. The project of DC-AC conversion is a top priority project, included in the 100 days project 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.

7. I would, therefore, request that the Board's approval may please be granted for restricting the height of the rolling stock as 4270 mm in the Kurla-CSTM section of Central Railway and the height of EMUs to be considered on earthed components only for considering the minimum electrical clearances. Such a system is working on Trivandrum Division for the past 8 years without any problem and restrictions of Trivandrum regarding Rolling Stock height and diesel loco height have to be more liberal than Kurla-CSTM as they do not have an alternative like LTT.

With regards,

Yours sincerely,

(S. K. Sood)
General Manager

Shri A. K. Mital,
Member Electrical,
Railway Board,
New Delhi.

DA: Annexure-I –Headroom at critical locations
Annexure-II - Working Time Table of S. Rly indicating restriction of 4270 in ERS-KTYM-KYJ section.
Annexure-III - CRS sanction for introduction of 25kV AC in the section.

C/- Member Mechanical, Railway Board, New Delhi.
C/- Member Traffic, Railway Board, New Delhi.
C/- Member Engineering, Railway Board, New Delhi.

Annexure-I

HEIGHT OF GIRDER FROM RL & DETAILS OF TRACK LOWERING UNDER CRITICAL LOCATIONS OF ROBS/FOBS IN CST-CLA SECTION.

As on 12.09.2014

S.No	Name of the Bridge (ROB/FOB)	Location (chainage)	Line	Height of Girder (Bottom) from *Rail Level (cm)						Nearest Point from edge of Bridge (CSTM end)	Nearest Point from edge of Bridge (KYN end)	Remarks
				I	II	III	IV	V	Min. of column 5 to 9			
1	2	3	4	5	6	7	8	9	10	11	12	13
1	VIADUCT RAIL FLYOVER	2/1A-4	DN L/L	482	483	483	480	480	480			Track lowering done
			UP L/L	509	516		484	481	481			Track lowering was not required
2	HANCOCK ROB	2/16-17	DN L/L	485		483		483	483			Track lowering done
			UP L/L	484		481		482	481			Track lowering done
			DN T/L	481		481		481	481	DNTH to UPTH Crossover exists under the Bridge. Next Crossover for MZN yd starts on UPTH line 49 M from KYN end of the Bridge.		Track lowering done.
			UP T/L	481		481		481	481			Track lowering done.
3	Old pipe line SNRD	2/16-17	DN L/L	488					488			Track lowering done
			UP L/L	487					487			Track lowering done.
			DN T/L	484					484	DNTH to UPTH Crossover exists under the Bridge. Next Crossover for MZN yd starts on UPTH line 49 M from KYN end of the Hancock Bridge.		Track lowering done.
			UP T/L	484					484			Track lowering done
4	CRD ROB	6/1-2	DN L/L	487				493	487			Track lowering was not required
			UP L/L	485				485	485			Track lowering done
			DN T/L	481		485		484	481			Track lowering done.
			UP T/L	490				492	490	Turnout starts from 17.55M from siding line to UPTH on BB end. Crossing(Nose) of the Crossver on UPTH line 56.40M on BB end.		Track lowering was not required
			SIDING	496					496			

Sr.DEN(South)BB

Sr.DEN(TD)BB

Dy.CEE(Const)DR

CPM(Const)WB

S.No	Name of the Bridge (ROB/FOB)	Location (chainage)	Line	Height of Girder (Bottom) from "Rail Level (cm)					Min. of column 5 to 9	Nearest Point from edge of Bridge (CSTM end)	Nearest Point from edge of Bridge (KYN end)	Remarks
				I	II	III	IV	V				
1	2	3	4	5	6	7	8	9	10	11	12	13
5	CAROL ROB	7/9-10	DN L/L	490				488	488	SRJ Of Crossover 12.5 M of BB end		Track lowering was not required
			UP L/L	497				492	492	Cross over exists under the Bridge.		Track lowering was not required
			DN T/L	498				498	498			Track lowering done.
			UP T/L	488				488	488			Track lowering was not required
			Yd line	503				506	503	SRJ of Crossover Yd line to UPTH at 4.5 M from Yd line		Track lowering was not required
6	MTN STN WS FOB	10/8 - 10/10	Yd line - 3	476				476	476			Presently Track is not fit for traffic.
			Yd line-1	490		487		487	487			Track lowering was not required
			DN LL	486		485		485	485			Track lowering done
			UP LL	481				483	481		Cross over starts 76 M away on KYN end from FOB	Track lowering done
			DN TL	485		483		482	482			Track lowering was not required
			UP TL	484	479	481	478	478	478			FOB Angle cut
7	MTN RAIL OVER Bridge	10/22 - 10/22B	DN LL	487		486		487	486			Track lowering done
			UP LL	486		492		494	485	SRJ of Crossover at 90 M from face of the Bridge		Track lowering done
			DN TL	495		485		489	485			Track lowering done
			UP TL	483		484		484	483	SRJ of Crossover at 95 M from face of the Bridge	Cross over starts 55 M from FOB on KYN end.	Track lowering was not required
8	KASAI WADA FOB	14/15 - 15/1	DN LL	483				482	482			Track lowering done
			UP LL	482				482	482			Track lowering was not required
			DN TL	482				482	482			Track lowering done
			UP TL	481				481	481			Track lowering was not required
			DN HB	479				478	478			Track lowering done
			UP HB	476				474	474			

*NOTE-These readings are from higher rail or from RL within track Zone without adding of extra clearance on curve.

Sr.DEN(South)BB

SADEE(T)/BB

DyCEE(Const)DR

CE(Const.)WS

PERMISSIBLE SPEED OF LOCOS – ERS – KTYM – KYJ SECTION VIA KTYM

Diesel		Electric	
Class of Locomotive	Permissible speed (in KMPH)	Class of Locomotive	Permissible speed (in KMPH)
WDM 2	90	WAM4	90
WDM 7	80	WAP1	90
WDM7A	80	WAP 4(Single)	90
WDP 3A	90	WAP 5 (Single)	90
WDP 4	90	WAP 7 (Single)	90
WDP 4B	90	WAG 5HA	75
WDP 4D	ERS – MNTT: Km. 0.000-3.800 (Up & Dn) : 80 Km. 3.800-5.800 : Down : 70 Up : 90 Km. 5.800 – 11.800 : Down : 90 Up : 70 Km. 11.800-16.000 : Down : 70 Up : 80 MNTT – CNGR : 80 kmph CNGR – MVLK : Down : 80 Up : 90 MVLK – KYJ : Down : 70 Up : 90	WAG5A B/C	90
WDS 4 & 4B	60	WAG7	90
WDS 4D	60	AC EMU (3250 MM WIDE)	90
WDS 6	65	WAG9H	90
WDG 3A (Single)	90	WAG9	90
WDG 3A (Coupled)	75		
WDG4**	90		
WDS Y4	40		
DMU	60		
WDM3D (Single)	90		
HP DMU	100		

** Tractive effort should restrict to 30T per loco on Bridges 148,151,161, 236, 402, 2270A (Up & Dn) & 290

RESTRICTION FOR MOVEMENT OF DOC STOCK IN ERS – KTYM – KYJ ELECTRIFIED SECTION

1. Rolling stock higher than 4.27 m is not permitted to run under the following in ERS-KTYM-KYJ section due to restricted headroom.

ROB/FOB No.	Location	ROB/FOB No.	Location
ROB 376	Km.35/10-12	ROB 236	Km.70/5-7
ROB 332	Km.49/13-17	ROB 237	Km.70/10-21
ROB 291 (290)	Km 58/47-49	ROB 234	Km.70/43-45
FOB(2)288	Km.59/29-31	ROB 207	Km.70/35A-77/1A
ROB 286	Km.60/1-3B	ROB 208	Km.77/7-9
Tunnel 2	Km.60/13-15A	ROB 173	Km.84/23-25
Tunnel 1	Km.60/31-33A	ROB 171	Km.94/45-95/1

1/6

Annexure-III

तार : "कमरेल" बेंगलूरु - 560 009.
Grams : "Comrails" Bangalore - 560 009.

दूर.सं./DoT
टेलीफोन : 22260650 53200 (O)
Phone : 22265926 53201 (R)
Mobile : 9448410065
Fax : 080-22260650 (O)
E-mail : crsesubc@sancharnet.gov.in

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

रेल संरक्षा आयुक्त, दक्षिणी परिमंडल
7, शेषाद्रि रोड, गांधीनगर, बेंगलूरु - 560 009
COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009.

प्रणव कुमार सेन
PRANAB KUMAR SEN

(सं) No. : आर.1204/4/2005-एस.आर/107-118 (दिनांक) Dated : 19/04/2006

सचिव (सिविल इंजिनियरिंग)
The Secretary (Civil Engineering),
रेल मंत्रालय/Ministry of Railways,
रेलवे बोर्ड/Railway Board,
नई दिल्ली/New Delhi – 110 001.

द्वारा मुख्य आयुक्त रेल सुरक्षा, लखनऊ
Through: Chief Commissioner of Railway Safety, Lucknow.

विषय : दक्षिण परिचालन रेलवे के किलेपुत्तुर भाग्यम को पोदनूर (के अलावा) और भारतपुझा (के रास्ते) बी.जी. खण्ड में
इंजीनियरिंग संख्या 60/3 (60/057.00 कि.मी.) से
इंजीनियरिंग संख्या 113/31 (113/845.00 कि.मी.) तक
25 के.वी. ए.सी. 50 साईकिल्स सिंगल फेज विद्युतीकरण के साथ यात्रियों के परिवहन के लिए खोले जाने।

Sub: Introduction of 25 KV a.c. 50 cycles single phase electric traction in Kottayam (excl.) – Kayankulam (excl.) BG section
From Loc. No. 60/3 (Km. 60/057.00)
To Loc No. 113/31 (Km. 113/845.00)

महोदय/Sir,

यात्री परिचालन के लिए उपर्युक्त खण्ड को खोले जाने के पूर्व का निरीक्षण रिपोर्ट इस पत्र के साथ भेजी जा रही है।

I have the honour to forward herewith a copy of inspection report prior to opening of the above work for public carriage of passengers.

2. दक्षिण रेलवे द्वारा तैयार किए गए निम्नलिखित दस्तावेज भी संलग्न हैं।

2. The following documents prepared by the Southern Railway in connection with the opening of the above line are also sent herewith for your perusal.

1 फार्म 1 से 12 तक ऐबुलेटेड विवरण
1. Tabulated details in Forms I to XII
2. इन्डेक्स प्लान और इन्डेक्स सेक्शन
2. Index Plan and Index Section – tracing & ferro copies.

भवदीय,
Yours faithfully,

(प्रणव कुमार सेन)
(PRANAB KUMAR SEN)
आयुक्त रेल संरक्षा
Commissioner of Railway Safety

संलग्नक:यथोक्त।

CCE
CHIEF D/SR

Dy CE/TRD

(127

(12)

120

128

Government of India
Ministry of Civil Aviation
Commissioner of Railway Safety

PRANAB KUMAR SEN

Commissioner of Railway Safety,
Southern Circle, 7 Seshadri Road,
Gandhinagar, Bangalore -560 009

[redacted]/2005/SR

Dated: 30.1.2006

Sub: introduction of 25 kV a.c. 50 cycle single phase overhead traction on
Kottayam (excl.) – Kayankulam (excl.) BG section
From : Loc no: 60/3 (km. 60/52.00)
To : Loc no: 113/31 (Km: 113/845.00)

1. Having inspected on the 30th of March, 2006, the electrification works done in connection with the introduction of 25kV a.c. electric traction on Kottayam (excl.) – Kayankulam (excl.) BG line section

From Loc no. 60/3 (km. 60/52.00)
To Loc no. 113/31 (Km: 113/845.00)

in Trivandrum Division of Southern Railway and the accommodation works pertaining thereto and having gone through the sanctions of the Chief Electrical Engineer, Southern Railway and Electrical Inspector to the Government of India for the energisation of the line and other certificates furnished by the prescribed authority as per AC TM, I am satisfied that electrification on the section had been carried out to a high standard and to existing specifications and that the provisions of Section 22(1) of the Indian Railways Act, 1989, read with Rule 43 (6) of "The Railways (Opening for Public Carriage of Passengers) Rules, 2000" have substantially been complied with. Thus the section is considered fit for opening to the commercial services with electric traction.

2. Under the powers delegated to me vide Railway Board's Notification No. 152 P of [illegible] I hereby authorise the energisation of the [illegible] Kottayam (excl.) – Kayankulam (excl.) BG line section as noted above, for introduction of electric traction, both for freight and passenger services at permissible sectional speeds and observing the speed restrictions as might have been imposed as per the following details.

3. The [illegible] locomotives (single or coupled) rolling stock permitted to run in the section and the terms of Southern Railway's joint safety certification No. [illegible] dated [illegible] 12.2005 [illegible] are specified against each. Subject to the conditions mentioned in the above certificate as well as rolling stock with [illegible] compressor would also be run. The [illegible] are given below:

S.No.	Rolling stock type	Drawing no.	RDSO speed certificate no. & date	Sanctioned Speed
1	WAM4	SK DL 1264	SD WAM4 11 dt 4.7.85	80
2	[illegible]	SK DL 3031 Alt 5	SD WAP1 11 dt 1.12.92	[illegible]
3	[illegible] (single)	SK DL 3031A Alt 1	SD WAP1 11 dt 3.2.99	[illegible]
4	WAP5 (single)	SK EL 4351	SD WAP4 11 dt 26/29.3.01	90
5	WAP7 (single)	SK EL 4490	EL/2.1.35/4 dt 1.5.2001	90
6	WAG5 [illegible]	---	SD WAG5 11 dt 23/26.3.99	[illegible]
7	[illegible] WAG5/WDG		SD WAG5 11 Dt 7.7.98	[illegible]
8	WAG7		SD WAG7 11 dt 4.4.97	99
9	AC EMU (1250 mm wide)	MEMU/DMC-9-0-001 & MEMU/TC-0-001	MC/EMU/Mainline dt 24.6.94	90

As indicated by GM, Southern Railway vide Annexure to Form XVI, the TRD and Signalling assets in the new section will be maintained with the man-power available.

This authorization is subject to the compliance of the following before introduction of electric traction:

a) The total OHE current shall not exceed 600 amps at any time.

b) The Division should reassure itself of the proper training and knowledge for both operating and maintenance staff for working in the electrified sections and arranging for the training/counseling programme as may be needed.

c) The observance of P.Way maintenance procedure detailed in para 1 of Chapter II of IRPWM read along with paras 20420 to 20429 of ACTM Vol I.

d) [illegible]

(124)

(14) 125

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CENTRAL RAILWAY

5. The clearance certificate issued by the BSNL is valid upto 6.9.2006. Permanent clearance certificate should be obtained from BSNL.

6. It is expected that Railway Administration will not dilute any of the stipulations mentioned herein above without taking Commissioner of Railway Safety into confidence and in the event of any dilution in the stipulations are made by the Railway Electrification Organisation, this authorization will stand invalidated automatically.

(PRANAB KUMAR SEN)
Commissioner of Railway Safety

No. R 12047/4/2005-SR Dated: 30.3.2006

Copy forwarded for information and necessary action please to:

1. The Secretary (Civil Engineering), Railway Board, New Delhi
2. The Secretary (Electrical), Railway Board, New Delhi.
3. The Chief Commissioner of Railway Safety, Lucknow
4. The General Manager, Southern Railway, Chennai
5. The General Manager, CORE, Allahabad
6. The Chief Electrical Engineer, Southern Railway, Chennai
7. The Chief Operations Manager, Southern Railway, Chennai
8. The Chief Signal & Telecommunications Engineer, Southern Railway, Chennai
9. The Chief Mechanical Engineer, Southern Railway, Chennai.
10. The Chief Safety Officer, Southern Railway, Chennai
11. The Principal Chief Engineer, Southern Railway, Chennai
12. The Chief Project Manager, Railway Electrification Egmore, Chennai
13. The Divisional Railway Manager, Southern Railway, Trivandrum

(PRANAB KUMAR SEN)
Commissioner of Railway Safety

1/10

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

No.2014/CEDO/ORI/13. | New Delhi, Dated 23.09.2014

The General Manager,
Northeast Frontier Railway,
Maligaon, **Guwahati**

Sub : Opening of Newly converted BG line between Rangapara North Jn. to Harmuti Jn. (142.757Km) of Rangiya Division of North- East Frontier Railway for Passenger and Freight Traffic.

Ref : CCRS's letter no. R.12016/07/2014-15-T.W, dated 08.09.2014.

The above section was inspected by CRS, N.F. Circle, Kolkata on 26th, 27th, & 28th March, 2014 and opening of the section was authorized by him vide letter no. R.12036/01/2014/1411-1425, dated 31.03.2014 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.F. 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.F. Railway, Maligaon, Guwahati.

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

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

No.2014/CEDO/ORI/11.

New Delhi, Dated 23.09.2014

The General Manager,
Eastern Railway,
Kolkata

Sub : Opening of New BG line (Non Electrified) between Sikaripara station (Km.139.080 from Khana) and Dumka station(Km.163.59from Khana) in Sikaripara - Dumka section of Howrah Division of Eastern Railway for Public Carriage of Goods and Passenger Traffic.

Ref : CCRS's letter no. R.12016/08/2014-15-T.W, dated 08.09.2014.

The above section was inspected by CRS, Eastern Circle, Kolkata on 14.05.2014 and opening of the section was authorized by him vide letter no. 2/1/1/14/191/H dated 16.05.2014 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, Eastern 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), Eastern Railway, Kolkata.

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

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

No.2014/CEDO/ORI/10. | New Delhi, Dated 23.09.2014

The General Manager,
Northeast Frontier Railway,
Maligaon, Guwahati

Sub : Opening of Newly constructed BG line from Ambari Falakata to Belakoba (10.289 Km) of Katihar Division of Northeast Frontier Railway for Public Carriage of Passenger and Freight Traffic.

Ref : CCRS's letter no. R.12016/06/2014-15-T.W, dated 08.09.2014.

The above section was inspected by CRS, N.F. Circle, Kolkata on 23.05.2014 and opening of the section was authorized by him vide letter no. R.12026/1/2014/154 dated 23.05.2014 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.F. Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

(आलोक कुमार) 23/9
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.F. Railway, Maligaon, Guwahati.

Ministry of Railways
Railway Board
29/09
Date of Issue

23/9

222
S.No. 91

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

सं. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, Dated 23.09.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway.

Ref : GM/Central Railway's D.O. letter no. L.451.DC-AC/Conv/04, dated 19.09.2014; addressed to Member Electrical.

General Manager, Central Railway has moved a proposal for issuing correction slip in IRSOD BG Revised,2004, in connection to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway (copy of relevant papers enclosed).

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

Encl: As above

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

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

(i) GM, Central Railway, Mumbai, CST.
(ii) Adv/RE, Railway Board, New Delhi.
(iii) PSO/Sr/PPS to ML for kind information of ML please.

O/C

एस. के. सूद
महाप्रबंधक
S. K. Sood
General Manager

मध्य रेल, छत्रपति शिवाजी टर्मिनस,
मुंबई - 400 001.
CENTRAL RAILWAY
CHHATRAPATI SHIVAJI TERMINUS,
MUMBAI - 400 001.

No. L.451DC-AC/Conv/04

Date: 19-09-2014

Dear Shri A. K. Mittal,

Sub:- DC-AC Conversion – Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway.

Ref:- My DO letter No. CR/DC-AC/CSTM-TNA dtd 06.06.2014

---

1. The work of DC-AC conversion in Thane-CSTM section of Central Railway has been physically completed and papers for CRS sanction are being processed.

2. In this section, there are 7 over line structures (ROBs/FOBs) where head room is inadequate for maintaining normal contact wire height as stipulated in SOD and ACTM. At these locations, the tracks have been/are being lowered so as to achieve minimum headroom as 4.8 M. The available head room at each of these over line structures is indicated in Annexure-I. In view of inadequate headroom at these 7 locations, Railway Board (ML) has already conveyed approval vide letter No.2014/RE/161/10-FTS-105805 dated 20.05.2014 for reduced electrical clearances viz. long term electrical clearance from 250mm to 200 mm and short term electrical clearance from 200mm to 150mm.

3. Due to inadequate head room, maximum height of the rolling stock for operation in this section is required to be restricted. Considering minimum head room available as 4800mm, and reduced electrical clearance at these locations, it is considered that maximum rolling stock height be fixed as 4270 mm. This arrangement is already in operation in the section ERS-KTYM-KYJ viz. KTYM (broad section of ERS-TVC of TVC division of Southern Railway) successfully for the past more than 8 years, where the minimum height of the contact wire in the KTYM tunnel is 4584mm (structure No. 59/29-31, chainage 59/600-700) and rolling stock height has been restricted as 4270 mm. (Ref. Working Time Table of TVC Division Pg-107, copy enclosed as Annexure-II). The Diesel, Electric and AC EMUs are permitted to operate in the section. The chimneys and water radiator pressure caps have been suitably modified by Southern Railway for operation in the section. The copy of CRS sanction is enclosed as Annexure-III. The system is working efficiently without any problem for the past more than 8 years.

4. The similar arrangement is proposed for this section. The issue has been deliberated at length in Central Railway taking in to account the

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

possibility of extent of lowering the tracks, movement of various rolling stock likely to be operated in the section and the reduced electrical clearances. The possibility of further lowering of tracks have been examined and it is not possible to lower the track beyond 4.80 M further at this stage in view of the reliability of track and signal operation. Thus it is considered that the maximum rolling stock is fixed as 4270 mm for operation in this section. The following restrictions in the movement will have to be imposed:-

4.1 WDM-2/WDM3D (height more than 4270mm) 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.

4.2 Train No.11019/11020 Bhubaneshwar-CSTM Konark Express running with WDM-3 Diesel locomotive of Kajipeth Shed is proposed to work with electric locomotive between Pune-CSTM section after DC-AC conversion.

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

4.4 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 has been formulated for deciding the change of locomotive in advance.

4.5 For the POH requirement 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.

4.6 The POH of Garib Rath 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 No. of Western Railway coaches will be POHed at Matunga Workshop.

4.7 The issue of carriages of VIPs having in motion antennas has already been examined and all Railways have been requested to plan movement of carriages at LTT instead of CSTM or relocate the antennas. The movement of other stock with height above 4270mm will be suitably monitored.

4.8 The above measures will ensure that no stock of height more than 4270mm is permitted in Kurla-CSTM section.

5. The height of AC-DC EMUs Siemens and BT Electrics is 4275mm and 4287mm respectively which is more than 4270mm. However, the pantograph which is the highest equipment is mounted on 25kV insulators and hence need not be considered for determining minimum electrical clearance. It was, therefore, proposed vide CEE's letter No. L.531.P.01A dated 13-08-2014 to determine the maximum height of EMU stock considering highest earthed part for the purpose of calculation of electrical clearance. This will also require Board's approval.

6. The project of DC-AC conversion is a top priority project, included in the 100 days project 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.

7. I would, therefore, request that the Board's approval may please be granted for restricting the height of the rolling stock as 4270 mm in the Kurla-CSTM section of Central Railway and the height of EMUs to be considered on earthed components only for considering the minimum electrical clearances. Such a system is working on Trivandrum Division for the past 8 years without any problem and restrictions of Trivandrum regarding Rolling Stock height and diesel loco height have to be more liberal than Kurla-CSTM as they do not have an alternative like LTT.

With regards,

Yours sincerely,

(S. K. Sood)
General Manager

Shri A. K. Mital,
Member Electrical,
Railway Board,
New Delhi.

DA: Annexure-I –Headroom at critical locations
Annexure-II - Working Time Table of S. Rly indicating restriction of 4270 in ERS-KTYM-KYJ section.
Annexure-III - CRS sanction for introduction of 25kV AC in the section.

C/- Member Mechanical, Railway Board, New Delhi.
C/- Member Traffic, Railway Board, New Delhi.
C/- Member Engineering, Railway Board, New Delhi.

HEIGHT OF GIRDER FROM RL & DETAILS OF TRACK LOWERING UNDER... CST-CLA SECTION.

As on 12.09.2014

S.No	Name of the Bridge (ROB/FOB)	Location (chainage)	Line	Height of Girder (Bottom) from "Rail Level (cm)					Min. of column 5 to 9	Nearest Point from edge of Bridge (CSTM end)	Nearest Point from edge of Bridge (KYN end)	Remarks
				I	II	III	IV	V				
1	2	3	4	6	6	7	8	9	10	11	12	13
1	VADDUCT RAIL FLYOVER	2/1A-4	DN L/L	482	483	483	480	480	480			Track lowering done
			UP L/L	509	518		484	481	481			Track lowering was not required
2	HANCOCK ROB	2/16-17	DN L/L	485		483		483	483			Track lowering done
			UP L/L	484		481		482	481			Track lowering done
			DN T/L	481		481		481	481	DNTH to UPTH Crossover exists under the Bridge. Next Crossover for MZN yd starts on UPTH line 4.9 M from KYN end of the Bridge.		Track lowering done.
			UP T/L	481		481		481	481			Track lowering done.
3	Old pipe line SNRD	2/16-17	DN L/L	485					489			Track lowering done
			UP L/L	487					487			Track lowering done.
			DN T/L	484					484	DNTH to UPTH Crossover exists under the Bridge. Next Crossover for MZN yd starts on UPTH line 4.9 M from KYN end of the Hancock Bridge.		Track lowering done.
			UP T/L	484					484			Track lowering done
4	CRD ROB	6/1-2	DN L/L	487				493	487			Track lowering was not required
			UP L/L	485				485	485			Track lowering done
			DN T/L	481		485		484	481			Track lowering done.
			UP T/L	490				492	490	Turnout starts from 17.55M from siding line to UPTH on BB end, Crossing(Nose) of the Crossver on UPTH line 55.40M on BB end.		Track lowering was not required
			SIDING	496					496			

Sr.DEN(South)BB

Sr.DEE(TRD)BB

DyCEE(Const)DR

CPM(Com.)WB

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S.No	Name of the Bridge (ROB/FOB)	Location (chainage)	Line	Height of Girder (cm) I	II	III	IV	V	Min. of column 5 to 9	Nearest Point from edge of Bridge (CSTM end)	edge of Bridge (KYN end)	
1	2	3	4	5	6	7	8	9	10	11	12	13
5	CAROL ROB	7/6-10	DN L/L	490				488	488	SRJ Of Crossover 12.5 M of BB end		Track lowering was not required
			UP L/L	497				492	492	Cross over exists under the Bridge.		Track lowering was not required
			DN T/L	498				498	498			Track lowering done.
			UP T/L	488				488	488			Track lowering was not required
			Yd line	503				506	503	SRJ of Crossover Yd Trve to UPTH at 4.5 M from Yd line		Track lowering was not required
6	MTN STN W/S FOB	10/8 - 10/10	Yd line - 3	476				476	476			Presently Track is not fit for traffic.
			Yd line-1	490		487		487	487			Track lowering was not required
			DN LL	486		485		485	485			Track lowering done
			UP LL	481				483	481			Track lowering done
			DN TL	485		483		482	482		Cross over starts 76 M away on KYN end from FOB	Track lowering was not required
			UP TL	484	479	481	476	478	478			FOB Angle cut
7	MTN RAIL OVER Bridge	10/22 - 10/22B	DN LL	487		485		487	485			Track lowering done
			UP LL	486		482		494	486			Track lowering done
			DN TL	486		485		489	485	SRJ of Crossover at 90 M from face of the Bridge		Track lowering was not required
			UP TL	483		484		484	483	SRJ of Crossover at 95 M from face of the Bridge	Cross over starts 65 M from FOB an KYN end.	Track lowering was not required
8	KASAI WADA FOB	14/15 - 15/1	DN LL	483				482	482			Track lowering done
			UP LL	482				482	482			Track lowering was not required
			DN TL	482				482	482			Track lowering done.
			UP TL	481				481	481			Track lowering was not required
			DN HB	479				479	479			Track lowering dus
			UP HB	476				474	474			

*NOTE-These readings are from higher rail or from RL within track Zone without adding of extra clearance on curve.

Sr.DEN(South)SB

SADEN(South)SB

DyCEE(Const)DR

CPM(CSTM)WS

14:50 FAX 005

PERMISSIBLE SPEED OF LOCOS – ERS – KTYM – KYJ SECTION VIA KTYM

Diesel		Electric	
Class of Locomotive	Permissible speed (in KMPH)	Class of Locomotive	Permissible speed (in KMPH)
WDM 2	90	WAM4	90
WDM 7	80	WAP1	90
WDM7A	80	WAP 4(Single)	90
WDP 3A	90	WAP 5 (Single)	90
WDP 4	90	WAP 7 (Single)	90
WDP 4B	90	WAG 5HA	75
WDP 4D	ERS – MNTT: Km. 0.000-3.800 (Up & Dn) : 80 Km. 3.800-5.800 : Down : 70 Up : 80 Km. 5.800 – 11.600 : Down : 90 Up : 70 Km. 11.600-16.000 : Down : 70 Up : 90 MNTT – CNGR : 90 kmph CNGR – MVLK : Down : 80 Up : 90 MVLK – KYJ : Down : 70 Up : 90	WAG5A B/C	90
WDS 4 & 4B	60	WAG7	90
WDS 4D	60	AC EMU (3250 MM WIDE)	90
WDS 6	65	WAG9H	90
WDG 3A (Single)	90	WAG9	90
WDG 3A (Coupled)	75		
WDG4**	90		
WDS Y4	40		
DMU	80		
WDM3D (Single)	90		
HP DMU	90		

** Tractive effort should restrict to 30T per loco on Bridges 148,151,161, 296, 402, 2270A (Up & Dn) & 290

RESTRICTION FOR MOVEMENT OF DDC STOCK IN ERS – KTYM – KYJ ELECTRIFIED SECTION

1. Rolling stock higher than 4.27 m is not permitted to run under the following in ERS-KTYM-KYJ section due to restricted headroom.

ROB/FOB No.	Location	ROB/FOB No.	Location
ROB 375	Km.35/10-12	ROB 235	Km.70/6-7
ROB 332	Km.40/15-17	ROB 237	Km.70/10-21
ROB 291 (290)	Km.58/47-49	ROB 234	Km.70/43-45
FOB(2)288	Km.59/29-31	ROB 237	Km.70/39A-77/1A
ROB 286	Km.60/1-30	ROB 208	Km.77/7-9
Tunnel 2	Km.60/13-15A	ROB 173	Km.84/23-25
Tunnel 1	Km.60/31-33A	ROB 171	Km.84/45-85/1

तार : "सदर्नरेल" बेंगलूरु - 560 009.
Grams : "Comrails" Bangalore - 560 009.

DTE/DoT
टेलीफोन : 22260650 53200 (O)
Phone : 22265026 53201 (R)
Mobile : 9448440005
Fax : 080-22260650 (O)
E-mail : crsesbc@sify.net.gov.in

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

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

प्रणब कुमार सेन
PRANAB KUMAR SEN

रेल संरक्षा आयुक्त, दक्षिणी परिमण्डल
7, शेषाद्रि रोड, गांधीनगर, बेंगलूरु - 560 009
COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009.

(सं) No. : आर.12047/4/2005-एस.आर/107-118 (दिनांक) Dated : 12/04/2006

सचिव (सिविल इंजिनियरिंग)
The Secretary (Civil Engineering),
रेल मंत्रालय/Ministry of Railways,
रेलवे बोर्ड/Railway Board,
नई दिल्ली/New Delhi – 110 001.

द्वारा मुख्य आयुक्त रेल संरक्षा, लखनऊ
Through: Chief Commissioner of Railway Safety, Lucknow.

विषय : दक्षिण परिधीय रेलवे के दिंडीगुल कायलार के खंडोंतरण (के उद्घाटन) और परिचालनारंभ (के संबंध में) प्रपत्र सं
लोकेशन संख्या 60/3 (60/057.00 कि.मी.) से
लोकेशन संख्या 113/31 (113/845.00 कि.मी.) तक
25 के.वी. ए.सी. 50 साइकिल्स सिंगल फेज विद्युतीकरण के संबंध में निरीक्षण के लिए जांच प्रतिवेदन ।

Sub: Introduction of 25 KV a.c. 50 cycles single phase electric traction in Kottayam (excl.) – Kayankulam (excl.) BG section
From Loc. No. 60/3 (Km. 60/057.00)
To Loc No. 113/31 (Km. 113/845.00)

महोदय/Sir,

मालिक परिचालन के लिए उपर्युक्त खंड को खोले जाने के पूर्व का निरीक्षण रिपोर्ट इस पत्र के साथ भेजी जा रही है ।

I have the honour to forward herewith a copy of inspection report prior to opening of the above work for public carriage of passengers.

2. दक्षिण रेलवे द्वारा तैयार किए गए निम्नलिखित दस्तावेज भी संलग्न हैं ।

2. The following documents prepared by the Southern Railway in connection with the opening of the above line are also sent herewith for your perusal.

1 फार्म 1 से 12 तक ऐनुमेरेटेड विवरण
1. Tabulated details in Forms I to XII
2. इन्डेक्स प्लान और इन्डेक्स सेक्शन
2. Index Plan and Index Section – tracing & Xero copies.

भवदीय,
Yours faithfully,

(प्रणब कुमार सेन)
(PRANAB KUMAR SEN)
आयुक्त रेल संरक्षा
Commissioner of Railway Safety

संलग्नक: यथोपरि ।

(127

(12)

125

128.

Government of India
Ministry of Civil Aviation
(Commissioner of Railway Safety)

PRANAB KUMAR SEN

Commissioner of Railway Safety,
Southern Circle, 7 Seshadri Road,
Gandhinagar, Bangalore -560 009

[redacted]/2000/SG

Dated: 30.3.2000

Sub: Introduction of 25 kV a.c. 50 cycle single phase electric traction on Kollayam (excl.) – Kayankulam (excl.) BG section

From : Loc no: 60/3 (km. 60/5? 00)

To : Loc no: 113/31 (Km. 113/845 00)

1 Having inspected on the 30th of March, 2000, the electrification works done in connection with the introduction of 25kV a.c. electric traction on Kollayam (excl.) – Kayankulam (excl.) BG line section

From Loc no 60/3 (km. 60/5? 00)
To Loc no 113/31 (Km 113/845 00)

in Trivandrum Division of Southern Railway and the accommodation works pertaining thereto and having gone through the sanctions of the Chief Electrical Engineer, Southern Railway and Electrical Inspector to the Government of India for the energisation of the line and other certificates furnished by the prescribed authority as per Annexure-IV, I am satisfied that electrification on the section had been carried out to a high standard and to existing specifications and that the provisions of Section 22(1) of the Indian Railways Act, 1989, read with Rule 4(1) (6) of "The Railways (Opening for Public Carriage of Passengers) Rules, 2000" have substantially been complied with. Thus the section is considered fit for opening to the commercial services with electric traction.

2 Under the powers delegated to me vide Railway Board Notification No. 152 P of [illegible] I hereby authorise the energisation of the [illegible] Kollayam (excl.) – Kayankulam (excl.) BG line section as noted above, for introduction of electric traction [illegible] the height and passenger amenities permissible speeds are above the normal restrictions in vogue from time to time as per the Railway's details.

3 The [illegible] temporary (single or completion) works provided to cut in this section are in terms of Southern Railway's [illegible] certificate no. [illegible] dated the 12.2000 [illegible] the speeds noted against each subject to the conditions mentioned in the [illegible] certificate as well as [illegible] track with PSCC [illegible] sleepers in rest. The [illegible] speeds are given below.

(126 LF 127

S.No.	Rolling stock type	Drawing no.	Effective speed	Signature
			date	
1	WAM4	SK DL 1264	SD WAM4 11 dt 1.7.85	90
2	WAP1	SK DL 3031 Alt 5	SD WAP1 11 dt 1.12.92	100
3	WAP1 (single)	SK DL 3031A Alt 1 SK EL 4581	SD WAP1 11 dt 2.2.99	90
4	WAP5 (single)	SK EL 4490	SD WAP5 11 dt 28/27.3.01 EJD/1358	99
5	WAP7 (single)		SD WAG5 11 dt 1.5.2001	90
6	WAG5/WAG5HA		SD WAG5 11 dt 23/26.3.99	90
7	WAG7		SD WAG7 11 dt Dt 7.7.98	90
8			SD WAG7 11 dt 4.4.97	90
9	ACTEMU (1250 HP 3000 volts)	MG/MUD/MU 9-0-001 dt: MEMU/TC D-001	MG/EMU/Maintane dt 24.6.04	

As indicated by GM, Southern Railway, vide Annexure to Foott XVI, the ERD and Signalling assets of the new section will be maintained with the manpower available.

5. This authorization is subject to the compliance of the following before introduction of electric traction:

a) The total OHE current shall not exceed 600 amps at any time.

b) The Division should reassure itself of the proper training and knowledge for both operating and maintenance staff for working in the electrified sections and arrangement for the training/counseling programme as may be needed.

c) The observance of P Way maintenance procurement detailed in para 3 of Chapter X of IRPWM read alongwith paras 10020 to 10029 of ACTM Vol.I.

d) Before utilization of any of the proposed [illegible] work with a [illegible] Section [illegible] and [illegible] Section [illegible] shall [illegible] in between [illegible] the introduction of regular passenger [illegible]

(124)

A CRS clearance certificate is issued by the RSNL is valid upto 9.2016. Permanent clearance certificate should be obtained from RSNL.

2. It is expected that Railway Administrations will not dilute any of the stipulations mentioned herein above without taking Commission of Railway Safety into confidence and in the event of any dilution in the stipulations are seen by the Railway Electrification Organisation, this authorization will stand invalidated automatically

(PRANAB KUMAR SEN)
Commissioner of Railway Safety

No. R/2047/4/2015/SR Dated: 30.3.2015

A copy forwarded for information and necessary action please to:

1. The Secretary (Civil Engineering), Railway Board, New Delhi
2. The Secretary (Electrical), Railway Board, New Delhi
3. The Chief Commissioner of Railway Safety, Lucknow
4. The General Manager, Southern Railway, Chennai
5. The General Manager, CORE, Allahabad
6. The Chief Electrical Engineer, Southern Railway, Chennai
7. The Chief Operations Manager, Southern Railway, Chennai
8. The Chief Signal & Telecommunications Engineer, Southern Railway, Chennai
9. The Chief Mechanical Engineer, Southern Railway, Chennai
10. The Chief Safety Officer, Southern Railway, Chennai
11. The Principal Chief Engineer, Southern Railway, Chennai
12. The Chief Project Manager, Railway Electrification Egmore, Chennai
13. The Divisional Railway Manager, Southern Railway, Trivandrum

(PRANAB KUMAR SEN)
Commissioner of Railway Safety

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

सं. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, Dated 23.09.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway.

Ref : GM/Central Railway's D.O. letter no. L.451.DC-AC/Conv/04, dated 19.09.2014; addressed to Member Electrical.

General Manager, Central Railway has moved a proposal for issuing correction slip in IRSOD BG Revised,2004, in connection to DC-AC Conversion-Restricted maximum height of Rolling stock in Kurla-CSTM section of Central Railway (copy of relevant papers enclosed).

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

Encl: As above

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

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

(i) GM, Central Railway, Mumbai, CST.
(ii) Adv/RE, Railway Board, New Delhi.
(iii) PSO/Sr/PPS to ML for kind information of ML please.

O/C

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

सं. 2014/CEDO/SD/07 New Delhi, Dated 18.09.2014

The General Manager,
South East Central Railway,
Bilaspur - 495004.

विषय : Clearance in Bhanwar Tonk DN tunnel between Khodri-Bhanwar Tonk stations on Katni-Bilaspur route of South East Central Railway.

संदर्भ : (i) SCER's letter no. SECR/HQ/Engg/BSD/Bhanwar Tonk DN Tunnel/41 dated 08.5.14

(ii) Item No. 22.8 of PCE/SECR's PCDO for the month July' 14

(iii) RDSO's letter dated 26.11.13, addressed to CBE/SECR

The issues mentioned in SECR's letters under reference (i) & (ii) above, have been examined in Railway Board. The matter has already been addressed by RDSO vide letter mentioned above. However, the advice is once again retreated as under :

"The existing height of Bhanwar Tonk Tunnel is less than the height required for operation of WDG5 loco even as 'C' class ODC, the operation of WDG5 loco in Bhanwar Tonk tunnel shall not be possible even as 'C' class ODC as per extent Rules."

Railway may take suitable action accordingly.

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित हमारे
पत्र/Letter with Enclosure
Dated 19/9/14

Copy forwarded for information and necessary action to the Principal Chief Engineer, South East Central Railway, 3rd Floor, GM's Office, Bilaspur, Chattisgarh-495004

O/C

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

No.2014/CEDO/ORI/12. New Delhi, Dated 16.09.2014

The Commissioner of Railway Safety,
South Eastern Circle,14,Strand Rd. 12th; Floor,
Kolkata - 700001.

Sub: Opening of Newly constructed BG line from Harmuti-Naharlagun (20.0 KM) of Rangiya Division of Northeast Frontier Railway for Passenger / Freight Traffic.

Ref : Your letter no.R.12016/02/2014/336, dated 15.07.2014.

With reference to your inspection report on above referred letter, a copy of authorization letter No.R.12016/2/2014/29 dated 04.04.2014 is not being attached in your document as mentioned under heading "CONCLUSION" para 19.2.

The same may kindly be send immediately to this office for processing the case.

18.09.14
(VIJAY SINGH YADAV)
Assistant Design Engineer,
Railway Board, New Delhi

DA: Nil

R/C

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

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

No.2014/CEDO/ORI/09. New Delhi, Dated 15.09.2014

The General Manager,
South Western Railway,
Hubli

Sub: Opening of New BG Double line between Mandya (SH:92984.88) and Yeliyur (CH: 100736.60) stations for Public Carriage of Passenger (Length : 7.752 KM).

Ref : CCRS's letter no. R.12016/04/2014-15-T.W/259, dated 01.09.2014.

The above section was inspected by CRS, Southern Circle, Bangalore on 23.06.2014 and opening of the section was authorized by him vide letter no. R.12027/2/2014-SWR dated 24.06.2014 and inspection report vide his letter no.12027/2/2014 SWR/644-645 dated 01.08.2014 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, Central 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 बोड

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), 18,Millers Road, Bangalore Cantonment - 560046.

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

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

No.2014/CEDO/ORI/08. New Delhi, Dated 15.09.2014

The General Manager,
Southern Railway
Chennai

Sub: Opening of the New BG Double line with Electrification between Ariyalur and Kallakkudi Palanganathan section from Km.270.54 to Km.295.19 for public Carriage of Passenger.

Ref : CCRS's letter no. R.12016/05/2014-15-T.W/261, dated 01.09.2014.

The above section was inspected by CRS, Southern Circle, Bangalore on 17.06.2014 and opening of the section was authorized by him vide letter no. 12027/7/2013-SR dated 19.06.2014 and inspection report vide his letter no.R.12027/7/2013 SR/646-647 dated 01.08.2014 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, Southern 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 बोड

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), Egmore, Chennai -600008

16/09

O/C

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

No.2014/CEDO/ORI/07. New Delhi, Dated 15.09.2014

The General Manager,
South Western Railway,
Hubli

Sub : Opening of New BG Double line between Settihalli (CH:62363.02) and Maddur (CH: 73752.00) stations for Public Carriage of Passenger (Length: 11.389 KM).

Ref : CCRS's letter no. R.12016/03/2014-15-T.W/263, dated 01.09.2014.

The above section was inspected by CRS, Southern Circle, Bangalore on 23.06.2014 and opening of the section was authorized vide his letter no. R.12027/1/2014-SWR dated 24.06.2014 and inspection report vide his letter no.R.12027/1/2014-SWR/642-643 dated 01.08.2014 with certain observation. 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, Southern 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 बोड

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),18,Millers Road, Bangalore Cantonment-560046

O/C

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

सं. 2014/CEDO/ORI/O/02 New Delhi, Dated 21.08.2014

The General Managers,
All Indian Railways.

विषय : Suggestion for proposed amendments to "The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules 2005".

"The Railways (Opening for Public Carriage of Passengers) Rules" were made in 1933 and thereafter revised in 2000 & further modified in 2001 & 2005.

Modification to these Rules, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified revised version of Railways (Opening for Public Carriage of Passengers) (Amendment), Rules 2005 would be issued accordingly.

Therefore, modifications/suggestions, if any for improving & revising, The Railways (Opening for Public Carriage of Passengers) (Amendment), Rules may please be sent to Board's office by 20th September'2014 (in juxtaposition with soft copy also), so that revised Rules may be considered by Board.

21-8-14
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

- Pr.CEs, CAOs/C and CSOs of all Zonal Railways.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Enclosure

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

सं. 2014/CEDO/ORI/O/01 New Delhi, Dated 19.08.2014

The General Manager,
West Central Railway,
Jabalpur.

The General Manager,
North Central Railway,
Allahabad.

विषय : Commissioning of Lalitpur - Khajuraho new line for Public Carriage of Passengers.

संदर्भ : WCR's letter no. EW-HQ/CRS/BPL/Mawai-Khargpur, dated 08.08.2014.

The issues mentioned in WCR's letter under reference have been examined in Railway Board. Considering the circumustances explained by West Central Railway, it is clarified that for the portions of Lalitpur - Khajuraho new line section, as constructed by WCR and NCR, application may be sent to the respective CRSs (i.e. CRS/Central Circle and CRS/N.E. Circle respectively) for opening of sections for public carriage of passengers.

19.08

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
जारी की गई तारीख तक
Issued with enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

O/C

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

सं. 2013/CEDO/SD/23

New Delhi, Dated 13.08.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal/OHE Structures.
संदर्भ : Board's letter of even no. dated 06.02.2014 (copy enclosed).

Kindly refer to Board's letter of even no. dated 06.02.2014, wherein RDSO was asked to re-design OHE/Signal foundation, so that increase in track centres may not be required and further infringement of condonation cases w.r.t note (d) & note (c) below Para 1 of Chapter I & Chapter II respectively, gets eliminated.

Reply in this regard is still awaited. RDSO may please get the issue expedited.

(आलोक कुमार) 13.8.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information & necessary action to :

1. Sr.ED/Signal, Sr.ED/TI & ED/Track-I, RDSO, Lucknow.



13-08-14

D/C

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

सं. 2013/CEDO/SD/23

New Delhi, Dated 06.02.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal/OHE Structures.

संदर्भ : Board's letter of even no. Dated 22.01.2013 (copy enclosed).

Note (d) & note (c) below Para 1 of Chapter I & Chapter II of IRSOD states that :

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

While approving one of the condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures, Board has desired that :

"RDSO to finalise a suitable design for signal post or a gantry for signals across the track."

In view of above, it is desirable that RDSO may re-design OHE/Signal foundation, so that increase in track centres may not be required and further infringement of condonation cases w.r.t note (d) & note (c) below Para 1 of Chapter I & Chapter II respectively, gets eliminated.

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

Copy for information & necessary action to :

1. Sr.ED/Signal, Sr.ED/II & ED/Track-I, RDSO, Lucknow.

Please Issue Fair Letter
06/02/14

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

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

The General Manager,
North Western Railway,
Jaipur

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Western Railway.

संदर्भ : N.W.Rly's letterno.CAO/C/JP/415/SGNR-HMH, dated 14.11.13

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) 'BCM' working shall be ensured at locations where infringements to signal foundations do not exist".

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/01/2013-14-T.W., dated 26.11.13.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/1220, dated 19.11.13
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc.; so that BCM working on track does not remain restrictive.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नकों सहित जारी
Issued with Enclosure(s)
हस्ताक्षर
Signature.....
जारी की तिथि

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

200

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

सं. 2014/CEDO/SR/03 New Delhi, Dated 11.08.2014

The General Manager,
North Western Railway,
HQr. Office, Near Jawahar Circle,
Jaipur - 302017.

विषय : Running of Broad Gauge Bogie Covered Autocar Carrier Wagon (Transportation Code 'BCACBM') to RDSO's approved drawing no. WD-11013-S-01 Alt.-02, having axle load of 12.715t loading on BG section of North Western Railway.

संदर्भ : NWR's office letter no. HQ/W/551/187, dated 20.02.2014.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Broad Gauge Bogie Covered Autocar Carrier Wagon (Transportation Code 'BCACBM') to RDSO's approved drawing no. WD-11013-S-01 Alt.-02, having axle load of 12.715t loading on BG section of Indian Railways at a maximum speed of 90 kmph or at sectional speed whichever is less subject to terms and conditions as given in RDSO's Final maximum permissible Speed Certificate no. MW/BCACBM, dated 27.02.2013 and North Western Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter, as the case may be, with Board's comments as under :

*"(i) On BG section of **North Western Railway**, maximum speed shall be restricted to **75kmph** due to EBD consideration.*

(ii) However, for other Railways, maximum speed of 90 kmph may be permitted by the CRS where Second Distant Signal or Automatic Signalling Systems are available for achieving EBD of more than 1 km."

11.08.14

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

सं. 2014/CEDO/SR/03 New Delhi, Dated 11.08.2014

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 17013/03/2012-टी.डब्लू./177, dated 16.06.2014.
(ii) The General Managers, All Indian Railways (except NWR).
(iii) The Commissioner of Railway Safety, All Circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) ED/ME/Freight, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुरक्षित प्रति
Issued with Enclosure
हस्ताक्षर
Signature
जारी की तिथि

O/C

11.08.14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2014/CEDO/ORI/O/01

New Delhi, Dated 05.08.2014

The General Manager,
West Central Railway,
Jabalpur.

The General Manager,
North Central Railway,
Allahabad.

विषय : Commissioning of Lalitpur-Khajuraho new line for Public Carriage of Passengers.

संदर्भ : WCR's letter no. EW-HQ/CRS/BPL/Mawai-Khargpur, dated 04.08.2014.

The issues mentioned in WCR's letter under reference have been examined in Railway Board. It is clarified that the Railway may submit application for opening of above referred new line section for Public Carriage of Passengers to CRS/NE Circle, Lucknow.

5.8.14
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

O/C

6/08/14

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

Please issue
Acknowledgement letter.
05.08.14

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 31.07.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : Board's letter of even no.: dated 15.07.2014

Please find enclosed herewith copy of Board's letter referred above addressed to CCRS, wherein feedback as received from concerned Dtes. of RDSO and Railway Board was conveyed.

RDSO may please advise the action taken on the instructions of Board as mentioned in Board's letters, dated 02.12.2009 & 01.11.2012, possibly by 08.08.2014, as the matter is under active consideration of Board.

(आलोक कुमार) 31.7.14

DA : As above

कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & necessary action to;:

(i) ED/Track-1, RDSO, Manak Nagar, Lucknow, w.r.t, item no. 2 of Board's letter dated 15.07.2014.
(ii) EDCE/P, Railway Board, w.r.t. iten no. 5 of Board's letter dated 15.07.2014.
(iii) EDME/Freight, Railway Board. 31/7

31/7/14

a/c

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 15.07.2014

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

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : CCRS's letter no. Q.13011/382009-T.W; dated 19.10.12 & 25.9.13

With reference to your office letters referred above: feedback as received from concerned Dtes. of RDSO and Railway Board are as under :

1. Exe.Director Stds(Wagon)/RDSO : Equipment failure data does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL wagon in 2008.
2. Exe.Track-1/RDSO : No data has been made available by Railway to RDSO for study on the subject. RDSO vide their letter no CT/DG/LW/BOX dated 11/12.06.2013 and 19.06.14 has requested NCR that relevant data according to stipulations of Railway Board letters dated 02.12.09 & 01.11.12 be made available for analysis.
3. EDME/Fr./Railway Board : The report of EDS/Wagon/RDSO for BOXNHL wagon is agreed to.
4. EDTT/S/Railway Board : In view of a large proportion of the fleet being BOXNHL (35% of total BOXN fleet) and the operational requirement for its movement over all Zones, re-validation of sanction is imperative.
5. Civil Engineering (EDCE/P)/ Railway Board :Compliance on the stipulations made in the Board's letter dated 02.12.2009 needs to be taken from NCR before putting the wagon on regular operation.

This is for your information please.

15/7/14

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

DA : as above

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

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

The General Manager(Engg),
North Central Railway,
Allahabad.

Sub: Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP(CC+8+2t)section of NC Railway.
Ref:Your letter No. 355-W/CRS/BOXNHL/22.9t/NCR/Bridge,dt:14.05.2009

....

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for **Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP (CC+8+2t) section of North Central Railway** subject to terms and conditions as given in RDSO's Final Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate and other Certificates accompanying above referred letter .

The sanction is further subjected to the recommendations/suggestions made by CRS/NE Circle/ LKO and CCRS/LKO vide their letters No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009 & No क्यू.13011/38/2009- वर्कशॉप dt. 16.10.2009 respectively and with Board's comments as under:

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

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

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

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

(continue-2)

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

(T.Gupta)
o/c **Executive Director Civil Engg.(G)**
Railway Board.

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

Copy forwarded for information to:

1. CCRS, Compound of DRM/NER, Ashok Marg, Lucknow –226001 w.r.t. his endorsement No. क्यू.13011/38/2009- तांत्रिक dt. 16.10.2009
2. The Commissioner of Railway Safety, N.E. Circle, Hazratganj, Lucknow- 226001 w.r.t. his letter No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009
3. The Executive Director Standards (Motive Power), RDSO, Lucknow, w.r.t. his letter No. MW/SPD/BG/BOXNHL/22.9t, dt. 23.03.2009,09.04.2009.
4. GM (ENGG) ALL INDIAN RAILWAYS

(T.Gupta)
o/c for Secretary, Railway Board.

2/12

रेल मन्त्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित/सहित
(with/without) Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue

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

सं. 2007/CEDO/SD/IRSOD/O

New Delhi, Dated 22.07.2014

The General Managers,
Central & Western Railways
Mumbai.

The Director General,
RDSO, Manak Nagar,
Lucknow

विषय : Inspection notes of Shri Arunendra Kumar, Chairman Railway Board during his visit to Central & Western Railways on 15/16.06.2014; reg. issue of passenger platform height.

संदर्भ : Chairman Railway Board's inspection note no. 2014/CC/CRB/WR/CR, dated 30.06.2014.

Please find enclosed herewith **Inspection notes** of Shri Arunendra Kumar, Chairman Railway Board during his visit to Central & Western Railways on 15/16.06.2014; reg. issue of passenger platform height, wherein CRB desired that :

"The feasibility of reducing the floor level height of New rake should be immediately examined and consulting OEMs & ICF. This may reduce the need of PF raising. The Air spring should be designed suitably to cater requirement of suburban rakes. Interaction with Engg. Deptt. be done while changing suspensions. DRM's should also involve themselves in such safety issues. The problem has surfaced because of use of Air Springs. Both the Railway (WR & CR) and RDSO should work together to find a technical solution at the earliest. The raising of height of Platform is not the only solution. Please inform the outcome by 10.07.2014."

It is, therefore, requested that the needful action may please be taken at the earliest and Board be advised outcome accordingly by 31.07.2014.

22/7/14

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

Copy forwarded for information and necessary action to :

- General Mangers, All Indian Railways (except CR & WR).
- CAOs/C and Pr.CEs of all Zonal Railways.
- ED/CC, Railway Board

INSPECTION NOTES OF SHRI ARUNENDRA KUMAR, CHAIRMAN RAILWAY BOARD DURING HIS VISIT TO CENTRAL & WESTERN RAILWAYS, MUMBAI ON 15/16.06.2014

S.No.	ITEMS	ACTION BY
A.	**CHURCHGATE STATION:**	
1.	Churchgate station was inspected. Cobwebs on ceiling were observed. These have not been cleaned for some time. A mechanism needs to be evolved for periodical cleaning of cobwebs.	GM/WR
2.	The 360° Cylindrical advertisement board provided in front of Station Manager's office was looking impressive.	GM/WR
3.	The functioning of ATVMs was checked. Supply of new 377 ATVMs for suburban stations should be expedited and feasibility of using ATM cards for issue of railway tickets needs to be explored.	MT GM/WR
4.	'Pay and use toilet' was inspected. While cleanliness level was satisfactory, the existing 3 exhaust fans needs to be shifted upwards near ceiling and additionally, 3 high draft wall mounted low noise fans should be provided on the opposite walls for air circulation so as to reduce of foul smell. A place for another urinal be also located.	GM/WR
B.	**CHARNI ROAD STATION**	
1.	Issue of Platform height raising vis-a-vis floor heights of Old rakes/New rakes was examined at Charni Road. Details were further examined in Car Shed, BCT.	GM/WR
C.	**EMU CARSHED/BCT:**	
1.	General upkeep of shop floor and surrounding areas & cleanliness was found satisfactory.	GM/WR
2.	The issue of Platform height vis-a-vis floor level height of new rake and old DC rake was discussed. The floor level height of old DC rakes was 1192 mm from rail level whereas the height of new rake is 1202 mm. The feasibility of reducing the floor level height of New rake should be immediately examined and consulting OEMs & ICF. This may reduce the need of PF raising. The Air spring should be designed suitably to cater requirement of suburban rakes. Interaction with Engg. Deptt. be done while changing suspensions. DRM's should also involve themselves in such safety issues. The problem has surfaced because of use of Air Springs. Both the Railway (WR & CR) and RDSO should work together to find a technical solution at the earliest. The raising of heights of Platform is not the only solution. Please inform	GM/WR GM/CR DG/RDSO GM/ICF

the outcome by 10.07.06.2014.

3. MX Workshop should study as to how 'automatic door closing facility' can be retrofitted in EMU rake. — GM/WR

4. Failures of items of Siemen's rake within/ after warranty period should be discussed with the OEM and it should be impressed on OEM that the equipment should function satisfactorily during the assured life prescribed by the firm and should not fail prematurely. — ML GM/WR

   Siemens rakes have got salient feature of 'regenerative braking' which results in energy saving of around 35% in traction bills. This regenerative energy is being measured in the software on daily basis. However, the saving claimed should be reconfirmed by analyzing the traction bills of division prior to and after introduction of Siemens rakes.

5. The shed has carried out the following local modifications related to: — ML GM/WR
   - Provision of bolt with washer/check out to prevent loosening of centre grab poles.
   - Supply to lights/fans in AC EMUs.
   - Removal of ladder steps in all motor coaches to prevent electrocution cases of customers. In view of these, portable ladders have been provided to enable the maintenance staff to access the roof, as and when required.

6. It was apprised that shed is facing constraint in ensuring smooth up-keep of AWS equipments due to its spares not being available/obsolescence factor and funds are not available for under taking replacement work of AWS equipment. For carrying out replacement work, possibility of getting funds from MRVC may be explored. M/s. Siemens should be asked to provide support to the existing system. — ML GM/WR CMD/MRVC

7. In a cadre of 1602 for 3 car-sheds viz. BCT, KILE & VR, there are 251 vacancies existing on date besides pending staff creation proposal of 291 posts for VR Car shed. The vacancies of safety categories should be filled up on top priority by Personnel deptt and there should be no reduction in the indents for safety category submitted except with the specific approval of deptt concerned. — MS GM/WR

8. Regarding creation of posts for running staff, the proposals should be critically examined with respect to actual running kms and not based on mere power plan statistics. — ML MS GM/WR GM/CR

9.	The quality of outsourced Rake-cleaning work of EMUs should be monitored. Wherever the work is being outsourced, it should be ensured that the vacancies against which this outsourcing has been proposed are not filled up to avoid duplication of expenditure for the railway system.	GM/WR GM/CR
10.	The new VR car shed has become functional from April 2013 after extension of services in the suburban section up to DRD. In view of modern maintenance facilities like Bogie drop table provided at VR car shed, there should be reduction in the time taken in carrying out maintenance schedules. A comparative study of 'time saved' should be carried out and report submitted.	GM/WR
11.	Provision of CCTV camera with audio/video recording may be examined for providing in Driving Cabs. Consultations at appropriate levels be done before it is introduced.	ML GM/WR GM/CR
D.	**GENERAL**	
1.	The suburban tracks were generally clean. However, the area between MX & BCT was found with garbage and is required to be cleaned.	GM/WR
2.	Apron of PF-1 in BCT needs massive cleaning.	GM/WR
3.	It may be examined whether it is possible to enter into long term price agreement for high value items and whether this would result into obtaining economical prices.	MM ML GM/WR
4.	Met the representatives of both the Recognized Unions i.e. WRMS & WREU and also representatives of SC/ST Association of Western Railway. Representations received have been handed over to WR for further necessary action.	GM/WR
E.	**Address to GMs & PHODs :**	
1.	PHODs of both Western & Central Railways were addressed. It was emphasized to them that the Catering, Cleanliness of Trains & cleanliness of Stations and punctuality are extremely important focus areas for which new ways will have to be found out to have a perceptible improvement. Pantry Car owners should be called for joint inspection of the services being provided by them and stern action must be taken against the defaulters.	GM/WR GM/CR
2.	It was also advised that DRMs should take daily position of Catering & Cleanliness items, just like any other morning position. Format for monitoring should be made.	GM/WR GM/CR

3. Both the Railways were advised to have a time line for clearing the proposal from non-Railway customers like NHAI & State Governments. Please advise the action taken by 10.07.2014. — GM/WR GM/CR

4. To give confidence to passengers that they would not miss their trains waiting in queue before a booking window, a line may be painted before the windows indicating the average time it would take from that line to the window - say 'Ten minutes to the booking counter'. — GM/WR GM/CR

5. Alternative plans should be available to take care of default in case of service contracts like Catering and Cleanliness. — GM/WR GM/CR

30.06.2014
2-7-14
(ARUNENDRA KUMAR)
CHAIRMAN RAILWAY BOARD

No.2014/CC/CRB/WR/CR
Dated 30th June, 2014

Circulation:

1. EDPG/MR, EDPG/MSR
2. FC, MT, MM, ME, ML, MS,
3. Secretary, Railway Board
4. GM/WR, GM/CR, GM/ICF
5. DG/RDSO

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SH-81

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

सं. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 21.07.2014

The General Manager,
North Western Railway,
HQr. Office, Near Jawahar Circle,
Jaipur - 302017.

विषय : Addendum & Corrigendum Slips (ACSs) to IRSOD(BG), 2004.

संदर्भ : (i) GM/NWR's DO letter no. SG/115/C/CRS(Genl), dated 18.6.14.

(ii) CAO(C)/NWR's letters no. CAO/C/JP/625/Drg., dated 16.7.14 and 17.7.14.

The issues mentioned in NWR's letters under reference have been examined in Railway Board. It is clarified that the issues mentioned in the Addendum & Corrigendum Slips (ACSs) to IRSOD(BG), 2004 shall be applicable only to those works which are yet to started on the date of issue of the ACS.

If the work has already been completed by the Railway before the issue of the ACS by Railway Board, the concerned PHOD of the Railway should make an endorsement to this effect in the Application to the CRS and no condonation w.r.t. the modified provisions as per the ACS shall be required.

21.7.14

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

Copy forwarded for information to :

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

(ii) The General Managers, All Indian Railways.

/88

SH- 2

आर.सी. अग्रवाल
महाप्रबंधक
R.C. Agrawal
GENERAL MANAGER

उत्तर पश्चिम रेलवे
प्रधान कार्यालय, जवाहर सर्किल के पास
जयपुर-302017

NORTH WESTERN RAILWAY
Headquarter Office, Near Jawahar Circle
JAIPUR-302017
0141-2725800 (Off.)
0141-2725816 (Fax)

Chairman, Railway Board
FTS No. 58623
Date 9/7

IASOD

No: SG/115/C/CRS (Genl) **Dated 18.06.2014**

Dear Shri Gupta,

Sub:- Frequent requirement of Condonation of infringements to IRSOD for adoption of lesser horizontal clearance for signal structures.

CRB

Ref: (i) Addendum & Corrigendum Slip (ACS) No. 13 issued vide Railway Board's letter No. 2011/CEDO/SD/IRSOD/Elect./02 dated 21.10.2013.
(ii) Railway Board's letter No. 2013/CEDO/SD/23 dated 22.01.2014.

A'

Vide ACS No. 13 indicated under reference (i) above, following is stipulated under Para 11(B) (vii) & (viii) of Chapter-II in regard to minimum horizontal distance from Centre of track to any structure for new works / alteration to existing works,:-

"(vii) Below the rail level and upto formation level of the track on straight and curves upto radius of 875m = 2575 mm

(viii) Below the rail level and upto the formation level of The track on curves with radius less than 875 mm = 2725 mm"

MK on 4/7/14

Any SD

We may discuss with A'

ACS no: 13.

However, item no. 1(ii) of chapter –II of IRSOD 2004, stipulates minimum distance centre to centre of tracks in station yards as 5300 mm. In various GC & doubling works on NWR track centre of 5300 mm has been kept in compliance to this stipulation in IRSOD. As per extant signalling requirements starter signals are getting placed in between two lines, where it is not possible to meet the above minimum horizontal clearances with track centre of 5300mm with existing standard design & dimensions of different component of signal post, ladder and associated signal foundation. Thus case of condonation of infringements for signal structures on Sriganganagar – Hanumangarh section of Bikaner division was forwarded to Board by this Railway in connection with gauge conversion work. After clarification and correspondence, Railway Board vide reference (ii) above communicated sanction for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the signal structures. Railway Board also directed RDSO (vide letter No. 2013/CEDO/SD/23 dated 06.02.2014) to re-design OHE/Signal foundation so that increase in track centre may not be required and further cases for infringement of condonation get eliminated. However, re-designing of foundations by RDSO and implementation of the same on zonal railways will take time. Meanwhile, a number of Gauge conversion works / Doubling works have already been completed on NWR where track centres of 5300mm have been provided, thereby requiring condonation of infringement for signal structures in all such new works/alteration to existing works.

SVSD 7/7/14 AM/SG

Process of obtaining condonation of infringement is time consuming and recently CCRS/Lucknow has returned all the cases of condonation (pertaining to doubling and GC works) with the direction that the proposals shall be resubmitted fulfilling requirements

AdM/SG

PC Linde

Arguments &

9/7/14

stipulated under Technical Circular No. 47, issued by CCRS office. Resubmission of proposals as desired by CCRS will take substantial time due to requirement of additional information to be submitted (i.e. infringements are to be indicated in the yard plan & brought to the notice of signing officers, safety precautions proposed to be followed due to the infringements to be appropriately incorporated in SWR wherever required, evaluation of cost implications etc.), thereby delaying the process of condonation adversely. Such requirements of condonation for all new works/ alteration to existing works which have been progressed/completed will eventually result in abnormal delay in commissioning of important doubling, Gauge Conversion and other works on NWR, thereby depriving public from using assets which are otherwise ready for commissioning. Delay in commissioning will also deprive Railways of additional earning which would have been generated if assets were put to use early.

During the meeting held on 12.06.2014 at Jaipur with CRS/ Western Circle, to sort out the issues with the commission, CRS also felt that such regular requirement of condonation is not only time consuming but also defeats the very purpose of stipulating minimum clearances in IRSOD, which are not possible to be met. Practically, all cases of New Lines, Doublings, Gauge Conversions and Traffic Facility Works which have already been completed / substantially completed before issue of the ACS No. - 13 would require approval of Railway Board for condonation of infringements due to the fact that provision of item No. 1 (ii) of Chapter–II and para 11 (B) (vii) & (viii) of Chapter–II of IRSOD cannot be complied with together. It is anticipated that there would be more than 100 cases of condonation for infringement to IRSOD every year from all zonal railways which will have to be processed through CRS, CCRS and Railway Board. This will unnecessarily increase workload of offices of CRS, CCRS and Railway Board without any tangible benefit to the railway. Such a large number of condonation cases would also defeat the very spirit of IRSOD which would be violated so frequently.

Under the circumstances, the only pragmatic solution lies in withdrawing ACS No. - 13 till such time either distance between centre to centre of track is increased in IRSOD to accommodate existing design of signals or the design of signals is modified by RDSO to suit present minimum centre to centre distance of track of 5300 mm. You are requested to issue necessary directives for withdrawing ACS No. 13 at the earliest so that application for sanction of CRS can be processed immediately without the need of condonation in respect of the works which have already been completed in all respect.

With regards,

Yours sincerely,
Sd/-
(R.C. AGRAWAL)

Shri V.K.Gupta
Member Engineering,
Railway Board, Rail Bhawan
New Delhi.

Copy to: Chairman, Railway Board, Rail Bhawan, New Delhi – for kind information.

16/6/14
(R.C. AGRAWAL)

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

सं. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 21.07.2014

The General Manager,
North Western Railway,
HQr. Office, Near Jawahar Circle,
Jaipur - 302017.

विषय : Addendum & Corrigendum Slips (ACSs) to IRSOD(BG), 2004.

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The issues mentioned in NWR's letters under reference have been examined in Railway Board. It is clarified that the issues mentioned in the Addendum & Corrigendum Slips (ACSs) to IRSOD(BG), 2004 shall be applicable only to those works which are yet to started on the date of issue of the ACS.

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21.7.14

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

Copy forwarded for information to :

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

(ii) The General Managers, All Indian Railways.

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

सं. 2009/CEDO/SR/48

New Delhi, Dated 15.07.2014

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

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

संदर्भ : CCRS's letter no. Q.13011/382009-T.W; dated 19.10.12 & 25.9.13

With reference to your office letters referred above: feedback as received from concerned Dtes. of RDSO and Railway Board are as under :

1. **Exe.Director Stds(Wagon)/RDSO** : Equipment failure data does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL wagon in 2008.
2. **Exe.Track-1/RDSO** : No data has been made availgble by Railway to RDSO for study on the subject. RDSO vide their letter no CT/DG/LW/BOX dated 11/12.06.2013 and 19.06.14 has requested NCR that relevant data according to stipulations of Railway Board letters dated 02.12.09 & 01.11.12 be made available for analysis.
3. **EDME/Fr./Railway Board** : The report of EDS/Wagon/RDSO for BOXNHL wagon is agreed to.
4. **EDTT/S/Railway Board** : In view of a large proportion of the fleet being BOXNHL (35% of total BOXN fleet) and the operational requirement for its movement over all Zones, re-validation of sanction is imperative.
5. **Civil Engineering (EDCE/P)/ Railway Board** :Compliance on the stipulations made in the Board's letter dated 02.12.2009 needs to be taken from NCR before putting the wagon on regular operation.

This is for your information please.

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

DA : as above

Please issue fair letter plo
15-7-14

16/07/14

फैक्स / Fax : 91-0522-2452494
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK' Lucknow
टेलीफोन / Tele: 2451200 (PBX)
2450587 (DID)

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

(15)

October 15, 2013

No. MW/SPD/BG

Exe. Director Civil Engg. (General)
Railway Board,
New Delhi.

Sub: Running of BCNHL (CC+8+2) and BOXNHL (CC+8+2) wagons over Indian Railways.

Ref: (i) Your Letter No. 2009/CEDO/SR/51 dated 27.11.2009
(ii) Your Letter No. 2009/CEDO/SR/48 dated 01.11.2012
(iii) AMME, Rly Bd., DO No. 2002/M (N)/204/7 Vol. I dated 26.07.2013
(iv) Equipment failure data available on website of Railway Board.

BOXNHL and BCNHL have been running on Indian Railways, based on sanction issued by Railway Board.

After necessary oscillation trials, RDSO has also issued final speed certificate for both BOXNHL (Speed certificate no.MW/SPD/BG/BOXNHL/22.9 dt 23/03/2009) and BCNHL wagons (Speed certificate no. MW/SPD/BG/BCNHL/22.9 dt 04/10/2011).

In order to gauge field performance of these wagons, the equipment failure data compiled by Railway Board and available on Railway Board website (http://www.indianrailways.gov.in/railwayboard/ view_section.jsp?lang=0 &id=0,1,304,366,538,730,733) has been analyzed and the same is enclosed to this letter.

Equipment failure data does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL wagon in 2008. Wagon design directorate, RDSO is also not in receipt of any reference from ZR, related to safety issues in operations of BOXNHL and BCNHL wagons. Some references of field failures of doors in BCNHL wagons have been received and corrective action on the same has been taken.

Based on the above, it is requested that similar feedback/report be collected from Civil Engg. Dte. (TM, Track & B&S) of RDSO regarding the operations of BCNHL and BOXNHL wagons. Further action regarding sanction of operations of BOXNHL and BCNHL wagons be also taken at Railway Board level.

(Amitabh Sinha)
Exe. Director Stds/Wagon

D.A.: As above

Copy to:

EDME/ Freight, Railway Board, New Delhi

रेल मंत्रालय (रेलवे बोर्ड)
Min. of Railways (Rly. Board)
21 OCT 2013
O.M.R./GR. No.

183

Government of India-Ministry of Railways
Track Design Directorate
Research Design & Standards Organisation
Lucknow-226011
Email: cdtrack1rdso@gmail.com
dtd4rdso@gmail.com

No. CT/DG/LW/BOX

Dated 19-06-2014

Principal Chief Engineer
North Central Railway,
Subedarganj, Allahabad-211015

Sub: Sanction for regular operation of 22.9 t axle load Broad Gauge Bogie open type Wagon BOXNHL.

Ref: (i) Railway Board letter no. 2009/CEDO/SR/48 dated 7-12-2009.
(ii) Railway Board letter no. 2009/CEDO/SR/48 dated 1-11-2012.
(iii) This office letter of even no. dated 11/12.06.2013.
(iv) Railway Board letter no. 2009/CEDO/SR/48 dated 25-04-2014

1.0 Railway Board vide letter under reference (i) above permitted first time running of Broad Gauge bogie open type BOXNHL Wagon loaded up to 22.9 ton on MGS-GZB, PWL-BINA, MKP-NTN , CNB BZM-KID-MKP routes of NC Railway for a period of two years w.e.f. 02.12.2009 with stipulations that the various data related to safety issues in operation of BOXNHL wagon shall be examined and studied by RDSO in association with Zonal Railway. Subsequently, when NCR submitted the application for further sanction for regular operation of these wagons to CRS in May, 2012, CRS has asked for clarifications regarding performance of these wagons. Railway Board vide letter under ref. (ii) above referred the matter to RDSO for comments.

2.0 After scrutiny of case, it was noted that no data has been made available by Railway to RDSO for study on the subject. RDSO, vide letter under ref. (iii) above requested NCR that relevant data according to stipulations of Railway Board letters be made available for analysis as under:
(a) The information regarding rail/weld failure, USFD testing of rails/welds and data related to WILD be compiled on quarterly basis starting from the date of start of operations on the Proforma on which information is being submitted by Zonal Railways for running of CC + 10t loads (Copy enclosed for ready reference).
To have a comparison with the earlier data, it was requested that the information for previous 2 years shall also be made available on same format for the same sections. While sending the information related to fractures, the fractures attributed to wheel flats, unprecedented climatic condition etc. shall be indicated separately for analysis in an objective manner.
(b) The information regarding number of rakes of BOXNHL run, status of weighment of these rakes, cases of reported overloading and local adjustment done & speed restrictions imposed on this account.

3.0 It is regretted that the requested information has not been made available so far, as a result of which the report to Railway Board could not be submitted. Railway Board vide letter under ref.(iv) above has directed to send the report at the earliest.

4.0 In view of above, it is requested that the requisite information be made available at the earliest, so that the report can be submitted to Railway Board after analysis. The information should also be sent in Excel files at cdtrack1rdso@gmail.com and dtd4rdso@ gmail.com.

DA: As Above

(SATISH KUMAR PANDEY)
Executive Director/Track-I

Copy: CE/CC/C/Rly Bd for information Please

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

सं. 2009/CEDO/SR/48 New Delhi, Dated 15.07.2014

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

विषय : Feedback on 'regular' operation of 22.9t axle load "Broad Gauge Bogie Open Wagon Type BOXNHL" on Indian Railways.

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This is for your information please.

15/7/14

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

DA : as above

c/c
EDME/Fr 16/7

181

फैक्स / Fax : 91-0522-2452494
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK' Lucknow
टेलीफोन / Tele: 2451200 (PBX)
2450567 (DID)

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

(15)

October 15, 2013

No. MW/SPD/BG

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(Amitabh Sinha)
Exe. Director Stds/Wagon

D.A.: As above

Copy to:

EDME/ Freight, Railway Board, New Delhi

रेल मंत्रालय (रेलवे बोर्ड)
Min. of Railways (Rly. Board)
21 OCT 2013
R.M.S./CR. No.

180

Government of India-Ministry of Railways
Track Design Directorate
Research Design & Standards Organisation
Lucknow 226011
Email: edtrack1rdso@gmail.com
dtd4rdso@gmail.com

Fax: 0522-2458003
Tele. 0522-2458397-2465367
(O): 42840-42843

No. CT/DG/LW/BOX

Dated 19-06-2014

Principal Chief Engineer
North Central Railway,
Subedarganj, Allahabad-211015

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DA: As Above

(SATISH KUMAR PANDEY)
Executive Director/Track-I

Copy: CD/CE/G/Rly Bd: for information please.

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

No. 2011/CEDO/SR/15/O | New Delhi, Dated 12th June, 2014

The General Managers,
All Indian Railways.

✓ Beneath Ho 9.8.2

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

Policy Circular no. 7 on the subject of *"Opening of Sections and Sanction of Sectional Speed on Indian Railways"* was issued vide letter no. 2011/CEDO/SR/15 /O, dated 08.10.12 with the approval of Board (ME, MT, ML, MM & CRB) for uniform adoption on IR system.

Modification to this Policy Circular no. 7, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified Circular on the subject would be issued shortly.

However, till such time the Modified Policy Circular no. 7 is issued by Board, the existing Circular is temporarily withdrawn.

(आलोक कुमार) 12/6/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

o/c

Copy to :

- PSO/Sr.PPS to CRB, ME, MT, MM, ML, MS and FC for kind information of CRB, ME, MT, MM, ML, MS and FC please.
- ✓ The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.

13/06

Please issue said letter Please.

By fax. 178

033-24393134

SOUTH EASTERN RAILWAY

Office of the,
General Manager (Engg).
11, Garden Reach Road,
Garden Reach, Kolkata 700 043.

No. G/CRS/MISC/Pt. III

Dated: 21-05-2014.

The Secretary (Civil Engineering),
Railway Board,
Ministry of Railways,
Rail Bhavan,
New Delhi-110001.

Sub: - Running of different type of Rolling Stocks over South Eastern Railway BG System.

This Railway has submitted applications for running of different Rolling Stocks for 1st time sanction of Railway Board through CRS/SE Circle/Kol. It is learnt from CRS/SE Circle that these proposals have already been forwarded to Railway Board for Board's first time sanction.

The particulars of the proposals submitted are furnished below.

1	Running of 25 T axle load BOBRNEL wagon over NOMD-ADTP section of S. E. Railway.	This office letter No. G/Wagon/BOBRNEL/25T Axle Load/Pt. 1 dated 08.09.2008.
2	Running of BOBRN Wagon with (CC+6+2) load over BG sections of S. E. Railway.	This office letter No. G/Wagon/BOBRN/Pt. II dated 10.07.2012.
3	Running of BOST (CC+6+2) Wagon with at a maximum axle load of 22.32t over S. E. Railway.	This office letter No. G/Wagon/BOST/ (CC+6+2)/Pt. 1 dated 18.09.2012.
4	Running of Enhanced Capacity Coaches WGSCN2, WGCWNAC, WGFCNAC and WGACCN2 over SE Rly.	This office letter No. G/EOG/AC-3Tier/ Sleeper Coach/ Pt. IV dated 05.10.2012.

It is, therefore, requested that 1st time sanction of Railway Board to the above proposals may please be accorded /communicated.

- Sanction which were issued from Railway Board are available on website (www.indianrailways.gov.in) upto year 1994.
- However, w.r.t. above reference, no such case received through CCRS in recent past for Board's sanction.
- Same has already been informed on phone dated 29.05.14 to CTE/SER, w.r.t his letter dated 23.05.14)

21/5/14
(L. K. Sachan)
Chief Track Engineer

CTE/SER

03.07.14
ADE (Civil)
Railway Board

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

सं. 2014/CEDO/ORI/06 New Delhi, Dated 17.06.2014

The General Manager,
Northern Railway,
New Delhi.

विषय : Opening of New Line in Udhampur - Shri Mata Vaishno Devi Katra section in connection with Udhampur - Srinagar - Baramulla New Broad Gauge rail link project of Firozpur Division on Northern Railway for public carriage of passengers.

संदर्भ : (i) CCRS's letter no. R.12014/115/13-14/Northern Circle/144-149, dated 11.06.14.
(ii) CRS, Northern Circle's letter no. R-12014/115/13-14/NC/144-149, dated 30.05.14.
(iii) Northern Railway's letter no. KQ/C-II/UHP-KAT/CRS (Pt-II), dated 13.06.014.

1.0 The issues raised in the letter, dated 30.05.2014 from CRS/Northern Circle, under reference (ii) above and forwarded to Railway Board by CCRS Lucknow, have been examined in the Ministry of Railways on the basis of detailed remarks furnished by Northern Railway vide letter under reference (iii) above. Accordingly, Board (MM, ML, MT & ME) have accorded sanction on the recommendation/views of CCRS and CRS/NC for authorisation to opening of section by CRS/Northern Circle with the conditions mentioned hereunder :

(i) Observance of all temporary and permanent speed restrictions in force or as required to be imposed from time to time due to track, bridge, signalling, interlocking etc.

(ii) All locomotives and rolling stocks which are already running on the adjoining Jammu Tawi - Udhampur section as per the Joint Safety Certificate for the section, can be permitted to run on this section at their respective permissible speed or speeds permitted from time to time or the sectional speed permitted by the Central Government whichever is the least.

(iii) Permanent Way Gangs who will maintain this new line shall be adequately equipped and trained.

(iv) All Bridges, P. Way and Works including signals, signal cables, interlocking gear, safety installations, points & crossings and any other equipment, affecting the safety & working of the trains shall be inspected regularly in accordance with the laid down norms.

(v) Adequate shoulder ballast shall be provided in the track at locations where it is deficient to provide LWR profile and full width of cess alongwith the required slope shall be provided in embankment as per standard profile.

(vi) As a special case, Technical Inspection of all concerned bridges shall be carried out again by the team of Northern Railway Bridge organization and all deficiencies noted removed.

(vii) 8 kmph board at home signal post of Shri Mata Vaishno Devi Katra station shall be provided, as it is a terminal station.

(viii) Speeds over turnouts and loop lines shall be restricted to 15 kmph. Separate application shall be submitted for raising the speeds higher than 15 kmph.

(ix) Patrolling of the section shall be ensured as per provision of GR 15.04 & 15.05 and SR thereof.

(x) Approval of competent authority shall be obtained for the technical suitability of tunnel ventilation system and other related systems provided at the tunnel T-23, T-25 and others.

(xi) Railway Board vide their letter no. 03/Proj/SGMR/13/1/Ballast, dated 03.12.2003 and 19.02.2004 have permitted use of RHEDA 2000 system with Vossloh-300 IU fastenings on trial basis for tunnels in the section. All the precautions as required for testing, maintenance and monitoring of system shall be ensured. Concerned staff shall be properly trained for the same.

(xii) To deal with different types of emergencies in the tunnels, assistance of different agencies would be required. Emergency trials/drills shall be conducted with State Administration, Fire Services, Health Depts., Police, Army etc. and adequacy certificate shall be issued by the General Manager, Northern Railway.

(xiii) All the works required for fire detection, suppression and fire safety at the tunnels have been completed and regular clearance obtained from the concerned competent authority for having complied with the fire protection and fire safety requirements and wherever the clearance/ sanction has been accorded subject to certain conditions, those should be complied with.

(xiv) Adequate fire protection and disaster management measures shall be taken and completed alongwith ensuring that the arrangements for safe evacuation of passengers in the tunnel are in place.

(xv) It shall be certified by General Manager, Northern Railway that the requirements in terms of International Codes UIC 779-9R and NFPA 130, which cover issues related to safety in railway tunnels, have been followed.

(xvi) Staff working in the section shall be made fully conversant with the safety precautions to be taken in the section. All train passing staff at the stations shall be made to understand the Station Working Rules and rules for working in the tunnels and their assurance obtained in the Assurance Registers after proper counselling & evaluation. They shall also be in possession of valid Competency Certificates.

(xvii) GM/Northern Railway vide his letter no. KQ/C-II/UHP-KAT/CRS, dated 15.01.2014 submitted a list of Indian Railways Standard Codes and Manuals of Practice which were the basis for constructing the proposed new line. It was confirmed that there had been no deviation other than that given in Annexure-II of this letter, to the listed Codes and Manuals while constructing the new line. It shall be ensured that no change is made in the aforesaid standard Codes and Manuals pertaining to the structure of lines of rails, strength of bridges, general structural character of works, maximum gross load upon the axles of any rolling stock to be run on the new line and minimum & maximum dimensions presently prescribed in respect of the new line, without making reference to the Commissioner of Railway Safety.

2. Compliance on all the above items should be advised to Railway Board and CRS/Northern Circle.

3. This issues with the approval of Board (MM, ML, MT & ME)

17-06-14

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

सं. 2014/CEDO/ORI/06 New Delhi, Dated 17.06.2014

Copy forwarded for information to :

(1) The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow - 226001 for information in reference to his above mentioned letter.

(2) The Commissioner of Railway Safety, Northern Circle, Safdarjang Railway Station, Chanakyapuri, New Delhi - 110021 for information in reference to his letter mentioned above.

(3) Director General, RDSO, Lucknow.

(4) ED/Project Monitoring, Railway Board.

17.06.14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2014/CEDO/SD/06 New Delhi, Dated 26.06.2014

The DRM,
Dhanbad Division,
East Central Railway,
Dhanbad-826001

Sub : Junction Arrangement work at Hirodih Station for DVC's Koderma Thermal Power Station (2x500 MW) by Dhanbad Division of East Central Railway.

Ref : ED/Project, Damodar Valley Corporation's letter dated 15.05.14 & 14.06.14.

Vide letters referred above (copies enclosed), ED/Project, Damodar Valley Corporation's has sought "for early clearance for Grade condonation from CRS and readiness of Junction Arrangement at Hirodih Station for movement of adequate number of Coal Rakes to run the Unit continuously at Rated Capacity of 1000 MV so that DVC does not incur financial loss on this account."

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

o/c

(आलोक कुमार) 26/6/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information to :

1. GM, East Central Railway, Hajipur.
2. PCE, East Central Railway, Hajipur.

Please issue letter please sir
26.06.14

दामोदर घाटी निगम
DAMODAR VALLEY CORPORATION

डी वी सी टावर्स, वी. आई. पी. रोड, कोलकाता -700 054
DVC Towers, VIP Road, Kolkata-700 054
फ़ोन : 2355-6047
फैक्स : (033) 2355-3601
Phone : 2355-6047
Fax : (033) 2355-3601

No. Dir (P)/7- 432

June 14 2014

The Member (Traffic),
Railway Board,
Ministry of Railways,
1, Raisina Road,
New Delhi – 110 001.

Sub: • Junction Arrangement work at Hirodih Station for DVC's Koderma Thermal Pow
Station (2 x 500 MW) by Dhanbad Division of East Central Railway.
Ref: Our letter No. Dir (P)/7-418 dated 15.05.14

Dear Sir,

Reference may kindly be made of our above referred letter dated 15.05.14 (copy enclosed regarding inordinate delay for Junction Arrangement work at Hirodih Station by E.C. Railway fo pending Clearance from CRS on Grade Condonation.

Subsequently, a team of DVC & RITES officials have met with the concerned officials of E.C.Railway at Hajipur on 10.06.14 and also we are in continuous touch with the office of CRS, Kolkata, but there is no fruitful result till date regarding approval of grade condonation which now stands under the jurisdiction of CRS, Eastern Circle as per E.C. Railway Authority.

Due to non-approval of grade condonation by CRS, the Junction Arrangement Work remains pending for a long time which creates serious problem for adequate supply of coal through Coal Rakes to run both the 500 MW Units at Koderma TPS, for which we require 5 to 6 Nos. of coal rakes daily. You would also appreciate that in such a condition, East Central Railway is also deprived commercially with respect to freight earning.

Your kind intervention is solicited for early clearance for Grade Condonation from CRS and readiness of Junction Arrangement at Hirodih Station for movement of adequate number of Coal Rakes to run the Units at rated capacity so that DVC does not incur further financial loss on generation.

Yours faithfully,
(D. Mitra) 14/06/14
Executive Director (Project)
S/c

Copy to:

1.The Chairman, Railway Board,
Ministry of Railways,
1, Raisina Road,
New Delhi – 110 001.

2.The General Manager,
East Central Railway,
Hajipur,Distt – Vaishali (Bihar)
Pin 844 101

172

दामोदर घाटी निगम
DAMODAR VALLEY CORPORATION

डी वी सी टावर्स, वी. आई. पी. रोड, कोलकाता -700 054
DVC Towers, VIP Road, Kolkata-700 054

फैक्स 2355-6041
टेलेक्स (033) 2355-3861

टेलि. 2355-8801
(033) 2355-8801

No. Dir (P)/7- 418

May 15, 2014

The General Manager,
East Central Railway,
Hajipur Distt – Vaishali (Bihar)
Pin 844 101

Sub :- Junction Arrangement work at Hirodih Station for DVC's Koderma Thermal Power Station (2 x 500 MW) by Dhanbad Division of East Central Railway

Dear Sir,

Your kind attention is drawn to the fact that DVC has already commissioned Koderma Thermal Power Station with the generating capacity of 2 x 500 MW coal based Power House. The construction of Railway siding has been made to facilitate restricted coal rake movement to Power House by back shunting method at Hirodih station because the Junction Arrangement Work has not yet completed with Main Line for pending Clearance from CCRS for Grade Condonation. For this reason the Coal Rake Movement by ECR has been limited to 2 rakes maximum per day which is quite insufficient to run our plant in full capacity resulting in huge revenue loss. To run the plant to the rated capacity of 1000 MW, DVC need 5 to 6 rakes of coal per day which shall not be possible unless Jn. Arrangement Work at Hirodih Station is ready, which is to be undertaken by Dhanbad Division of ECR. In this regard, DVC has deposited Rs. 7,66,11,780/- vide Demand Draft dated 13.10.2010 as per estimate submitted by ECR for Junction Arrangement and associated work at Hirodih Station.

Due to non approval of grade condonation by CCRS the Junction Arrangement Work remains pending for a long time which creates serious problem for adequate supply of coal through Coal Rakes to run the Power House.

Your kind intervention is solicited for early clearance for Grade Condonation from CCRS and readiness of Junction Arrangement at Hirodih Station for movement of adequate number of Coal Rakes to run the Unit continuously at Rated Capacity of 1000 MW so that DVC does not incur financial loss on this account.

Yours faithfully,

15/04/14

(D.Mitra)
Executive Director (Project)

Copy to:

The Chairman,
Ministry of Railways,
Railway Board,
1, Raisina Road,
New Delhi – 110 001.

The Member (Traffic)
Ministry of Railways,
Railway Board,
1, Raisina Road,
New Delhi – 110 001.

NOO

The ED (Operation),
DVC,Kolkata

The Sr. PS to Chairman, - for kind information of Chairman
DVC, Kolkata

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

सं. 2007/CEDO/SD/O

New Delhi, Dated 24.06.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Revision/Improvement to Indian Railways Schedule of Dimension (BG) Revised, 2004.

Ref : Board's letter of even no. dated 23.06.2014

Indian Railways Schedule of Dimension (BG) Revised, 2004, was issued with the approval of Board in year 2004. Till date 15 ACSs have already been issued to the IRSOD.

Modification to this IRSOD 2004, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified revised version of IRSOD would be issued shortly.

For improving & revising the **Indian Railways Schedule of Dimension (BG) Revised, 2004**, a meeting has, therefore, been scheduled on **10.07.2014 at 1100 hrs.** in Room No.127, Rail Bhawan.

DG/RDSO may kindly direct ED/Track-1, ED/TM & ED/B&S to attend meeting in Board on 10th July, 2014 with complete details to elaborate RDSO's viewpoints so that issues may be concluded.

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

Copy forwarded for information and necessary action to EDs/Track-1, Track Machine and Bridge & Structure, RDSO, Manak Nagar, Lucknow-226011

issue with Enclosure

O/C

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

सं. 2007/CEDO/SD/O

New Delhi, Dated 23.06.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

The General Manager,
All Indian Railways

Sub : Revision/Improvement to Indian Railways Schedule of Dimension (BG) Revised, 2004.

Indian Railways Schedule of Dimension (BG) Revised, 2004, was issued with the approval of Board in year 2004. Till date 15 ACSs have already been issued to the IRSOD.

Modification to this IRSOD 2004, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified revised version of IRSOD would be issued shortly.

Therefore, in view of above, modifications/suggestions, if any for improving & revising the **Indian Railways Schedule of Dimension (BG) Revised, 2004** may please be sent by 07th July, 2014 (in soft copy also), so that revised IRSOD may be finalised. Soft copy of IRSOD is available on website; www.indianrailways.gov.in.

23-6-14

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

Copy forwarded for information and necessary action to EDs/Track-1, Track Machine and Bridge & Structure, RDSO, Manak Nagar, Lucknow-226011

24/06/14

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

सं. 2007/CEDO/SD/O

New Delhi, Dated 23.06.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

The General Manager,
All Indian Railways

Sub : Revision/Improvement to Indian Railways Schedule of Dimension (BG) Revised, 2004.

Indian Railways Schedule of Dimension (BG) Revised, 2004, was issued with the approval of Board in year 2004. Till date 15 ACSs have already been issued to the IRSOD.

Modification to this IRSOD 2004, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified revised version of IRSOD would be issued shortly.

Therefore, in view of above, modifications/suggestions, if any for improving & revising the **Indian Railways Schedule of Dimension (BG) Revised, 2004** may please be sent by 07th July, 2014 (in soft copy also), so that revised IRSOD may be finalised. Soft copy of IRSOD is available on website: www.indianrailways.gov.in.

23-6-14

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

Copy forwarded for information and necessary action to EDs/Track-1, Track Machine and Bridge & Structure, RDSO, Manak Nagar, Lucknow-226011

24/06/14

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 19.06.2014

Addressed to :
(As per list mentioned below)

Sub : Addendum & Corrigendum Slip (ACS) No. 15 to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the following Para of Schedules I of IR's Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 15 :

Amendment I Notes below Para-11 Of Chapter-II : Station Yards (page 14)

Enclosure : ACS No. 15 (02 pages)

19.6.14

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

List for Distribution :

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

Copy to :

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

9/6

Addendum & Corrigendum Slip (ACS) No. 15
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

I. Amendment To Para-11 Of Chapter-II : Station Yards

(At Page - 14 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 13)

In Schedule-I of IRSOD, Revised 2004

Para 11 shall be read as under :

11. Minimum Horizontal Distance From Centre Of Track To Any Structure :

(A) For Existing Works :

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

Note :

(a) See Appendix for 'extra clearances required on curves'.

(b) On lines other than main lines or existing main lines, where electric traction is not likely to be introduced; the horizontal distance of 1370mm for height from 4115mm to 6100mm above rail level may be allowed to continue.

(c) The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards including its electrification works. The various fixtures, which are attached to the track; like lock bar, point machine, traction bonds, point and signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item 11(v) and 11(vi) above will not be applicable to these items.

(d) In case of electrification works in existing yards, no foundations / mast / signal post / any other structure shall be provided between two tracks. In case it is inescapable, the minimum distance of edge of foundation / mast / signal post / any other structure at and above formation level upto rail level from centre of track, shall be 2360mm. The distance shall be proportionately increased, based on available track centre distance upto minimum distance of 2575mm / 2725mm, as the case may be; as specified in Items 11A(v) and 11A(vi) above respectively.

(e) Items 11(A)(v) and 11(B)(vi) above shall not be applicable in case of bridges, [illegible] [illegible]

[There is no change in in Para 11A(i) to (vi) and note (a) to (d) w.r.t. the existing provisions of IRSOD 2004]

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

(i)	From rail level to 305mm above rail level	1905mm
(ii)	From 305mm to 1065mm above rail level	1905mm increasing to 2360mm
(iii)	From 1065mm to 3735mm above rail level	2360mm
(iv)	From 3735mm to 4420mm above rail level	2360mm decreasing to 2135mm
(v)	From 4420mm to 4610mm above rail level	2135mm decreasing to 1980mm
(vi)	From 4610mm to 6250mm above rail level	1600mm
(vii)	Below the rail level and upto formation level of the track on straight and curves upto radius of 875m	2575mm
(viii)	Below the rail level and upto the formation level of the track on curves with radius less than 875m	2725mm

Note : (a) See Appendix for extra clearances required on curves.

(b) Items 11(B)(vii) & 11(B)(viii) above shall not be applicable in case of bridges, [illegible]

(c) [illegible] may be condoned by the Senior Most Officer, Chief Engineer, Zonal Railway [illegible] providing these minimum clearances as far as possible.

[There is no change in in Para 11B(i) to (viii) and note (a) w.r.t. the existing provisions of IRSOD 2004]

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

सं.2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 19.06.2014

Addressed to :
(as per list mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 2 to SSODs for Dedicated Freight Corridors of Indian Railways, 2013.**

The Ministry of Railways (Railway Board) have decided that the following Para/Item of SSODs for Dedicated Freight Corridors of Indian Railways, 2013 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 2 :

I Para 7.2 & 14.2 of Chapter- VII & XIV : Electric Traction 2x25 KV A.C. 50 Cycle (at page-22 & 52) : "Pantograph".

Enclosure : ACS No. 2 (one page)

19.6.14

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

List for Distribution :

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

Copy to :

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

Addendum and Corrgendium Slip (ACS) No. 2

To

SSODs for Dedicated Freight Corridors of Indian Railways, 2013

I Para 7.2 & 14.2 of Chapter- VII & XIV : Electric Traction 2x25 KV A.C. 50 Cycle (at pages -22 & 52)

Pantograph :

Maximum width of pantograph collector : 2032mm

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

सं. 2014/CEDO/ORI/06

New Delhi, Dated 17.06.2014

The General Manager,
Northern Railway,
New Delhi.

विषय : Opening of New Line in Udhampur - Shri Mata Vaishno Devi Katra section in connection with Udhampur - Srinagar - Baramulla New Broad Gauge rail link project of Firozpur Division on Northern Railway for public carriage of passengers.

संदर्भ : (i) CCRS's letter no. R.12014/115/13-14/Northern Circle/144-149, dated 11.06.14.
(ii) CRS, Northern Circle's letter no. R-12014/115/13-14/NC/144-149, dated 30.05.14.
(iii) Northern Railway's letter no. KQ/C-II/UHP-KAT/CRS (Pt-II), dated 13.06.014.

1.0 The issues raised in the letter, dated 30.05.2014 from CRS/Northern Circle, under reference (ii) above and forwarded to Railway Board by CCRS Lucknow, have been examined in the Ministry of Railways on the basis of detailed remarks furnished by Northern Railway vide letter under reference (iii) above. Accordingly, Board (MM, ML, MT & ME) have accorded sanction on the recommendation/views of CCRS and CRS/NC for authorisation to opening of section by CRS/Northern Circle with the conditions mentioned hereunder :

(i) Observance of all temporary and permanent speed restrictions in force or as required to be imposed from time to time due to track, bridge, signalling, interlocking etc.

(ii) All locomotives and rolling stocks which are already running on the adjoining Jammu Tawi - Udhampur section as per the Joint Safety Certificate for the section, can be permitted to run on this section at their respective permissible speed or speeds permitted from time to time or the sectional speed permitted by the Central Government whichever is the least.

(iii) Permanent Way Gangs who will maintain this new line shall be adequately equipped and trained.

(iv) All Bridges, P. Way and Works including signals, signal cables, interlocking gear, safety installations, points & crossings and any other equipment, affecting the safety & working of the trains shall be inspected regularly in accordance with the laid down norms.

(v) Adequate shoulder ballast shall be provided in the track at locations where it is deficient to provide LWR profile and full width of cess alongwith the required slope shall be provided in embankment as per standard profile.

(vi) As a special case, Technical Inspection of all concerned bridges shall be carried out again by the team of Northern Railway Bridge organization and all deficiencies noted removed.

(vii) 8 kmph board at home signal post of Shri Mata Vaishno Devi Katra station shall be provided, as it is a terminal station.

(viii) Speeds over turnouts and loop lines shall be restricted to 15 kmph. Separate application shall be submitted for raising the speeds higher than 15 kmph.

(ix) Patrolling of the section shall be ensured as per provision of GR 15.04 & 15.05 and SR thereof.

(x) Approval of competent authority shall be obtained for the technical suitability of tunnel ventilation system and other related systems provided at the tunnel T-23, T-25 and others.

(xi) Railway Board vide their letter no. 03/Proj/SGMR/13/1/Ballast, dated 03.12.2003 and 19.02.2004 have permitted use of RHEDA 2000 system with Vosslah-300 IU fastenings on trial basis for tunnels in the section. All the precautions as required for testing, maintenance and monitoring of system shall be ensured. Concerned staff shall be properly trained for the same.

(xii) To deal with different types of emergencies in the tunnels, assistance of different agencies would be required. Emergency trials/drills shall be conducted with State Administration, Fire Services, Health Depts., Police, Army etc. and adequacy certificate shall be issued by the General Manager, Northern Railway.

(xiii) All the works required for fire detection, suppression and fire safety at the tunnels have been completed and regular clearance obtained from the concerned competent authority for having complied with the fire protection and fire safety requirements and wherever the clearance/ sanction has been accorded subject to certain conditions, those should be complied with.

(xiv) Adequate fire protection and disaster management measures shall be taken and completed alongwith ensuring that the arrangements for safe evacuation of passengers in the tunnel are in place.

(xv) It shall be certified by General Manager, Northern Railway that the requirements in terms of International Codes UIC 779-9R and NFPA 130, which cover issues related to safety in railway tunnels, have been followed.

(xvi) Staff working in the section shall be made fully conversant with the safety precautions to be taken in the section. All train passing staff at the stations shall be made to understand the Station Working Rules and rules for working in the tunnels and their assurance obtained in the Assurance Registers after proper counselling & evaluation. They shall also be in possession of valid Competency Certificates.

(xvii) GM/Northern Railway vide his letter no. KQ/C-II/UHP-KAT/CRS, dated 15.01.2014 submitted a list of Indian Railways Standard Codes and Manuals of Practice which were the basis for constructing the proposed new line. It was confirmed that there had been no deviation other than that given in Annexure-II of this letter, to the listed Codes and Manuals while constructing the new line. It shall be ensured that no change is made in the aforesaid standard Codes and Manuals pertaining to the structure of lines of rails, strength of bridges, general structural character of works, maximum gross load upon the axles of any rolling stock to be run on the new line and minimum & maximum dimensions presently prescribed in respect of the new line, without making reference to the Commissioner of Railway Safety.

2. Compliance on all the above items should be advised to Railway Board and CRS/Northern Circle.

3. This issues with the approval of Board (MM, ML, MT & ME).

(आलोक कुमार) 17.06.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/ORI/06 New Delhi, Dated 17.06.2014

Copy forwarded for information to :

(1) The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow - 226001 for information in reference to his above mentioned letter.

(2) The Commissioner of Railway Safety, Northern Circle, Safdarjang Railway Station, Chanakyapuri, New Delhi - 110021 for information in reference to his letter mentioned above.

(3) Director General, RDSO, Lucknow.

(4) ED/Project Monitoring, Railway Board.

(आलोक कुमार) 17.06.14
कृते सचिव, रेलवे बोर्ड

159

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

No. 2011/CEDO/SR/15/O New Delhi, Dated 12th June, 2014

The General Managers,
All Indian Railways.

✓ Secunderabad Hq SR

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

Policy Circular no. 7 on the subject of *"Opening of Sections and Sanction of Sectional Speed on Indian Railways"* was issued vide letter no. 2011/CEDO/SR/15 /O, dated 08.10.12 with the approval of Board (ME, MT, ML, MM & CRB) for uniform adoption on IR system.

Modification to this Policy Circular no. 7, based on experience gained by Railways and feedback from the field and other units, is under active consideration in Railway Board and the modified Circular on the subject would be issued shortly.

However, till such time the Modified Policy Circular no. 7 is issued by Board, the existing Circular is temporarily withdrawn.

(आलोक कुमार) 14/6/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

O/C

Copy to : 16/6/16

- PSO/Sr.PPS to CRB, ME, MT, MM, ML, MS and FC for kind information of CRB, ME, MT, MM, ML, MS and FC please.
- ✓ The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.

13/06

Please issue this letter Please.
13.6.14

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

No.2014/CEDO/ORI/04. New Delhi, Dated 09.06.2014

The General Manager,
Northeast Frontier Railway,
Maligaon, Guwahati

Sub: Opening of Newly converted BG line between Rangiya to Ranga-Para North (124.243 Km) of Rangiya Division of Northeast Frontier Railway for Passenger and Freight Traffic.

Ref : CCRS's letter no. R.12036/01/2013-14-T.W, dated 29.05.2014.

The above section was inspected by CRS, N.F. Circle, Kolkata in November 2013 and opening of the section was authorized by him vide letter no. R.12036/1/2013/801, dated 11.11.2013 inspection report vide his letter no.R.12036/1/2013/1006 dated 10.01.2014 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.F. Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

9.6.14
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोड

o/c

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.F. Railway, Maligaon,Guwahati.

Please issue the letter Negsi. 10.06.14

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

No.2014/CEDO/ORI/05. New Delhi, Dated 09.06.2014

The General Manager,
Northeast Frontier Railway,
Maligaon, Guwahati

Sub: Opening of Newly converted BG line between Rangapara North to Dekargaon (20.238 Km) of Rangiya Division of Northeast Frontier Railway for Passenger and Freight Traffic.

Ref : CCRS's letter no. R.12036/01/2013-14-T.W, dated 29.05.2014.

The above section was inspected by CRS, N.F. Circle, Kolkata in November 2013 and opening of the section was authorized by him vide letter no. R.12036/1A/2013/816 dated 11.11.2013 and inspection report vide his letter no.R.12036/1A/2013/1026 dated 10.01.2014 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.F. Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

9.6.14

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

o/c

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.F. Railway, Maligaon, Guwahati.

Please issue fair letter Please.
10/6/14

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

No.2014/CEDO/ORI/01. New Delhi, Dated 09.06.2014

The General Manager,
Eastern Railway
Kolkata

Sub : Opening of permanent diversion of GC line from Km.228.711 (from Howrah) in Barakar station yard to Km.231.310 (from Howrah) in connection with construction of New Bridge no. 18 (over River Barakar) on Asansol - Dhanbad section of Asansol Division of Eastern Railway for Public Carriage of Goods and Passenger Traffic (Electrified Section).

Ref : CCRS's letter no. R.12012/01/2013-14-T.W, dated 28.05.2014.

The above section was inspected by CRS, Eastern Circle, Kolkata in January 2014 and opening of the section was authorized vide his letter no. 12/I/S/14/1158/H dated 22.01.2014 and inspection report vide his 12/I/S/14/1159/H dated 22.01.2014 with certain observation. 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, Eastern Circle, so that sanction of Central Govt. (Railway Board) w.r.t. opening of the section may be taken and communicated.

7.6.14

(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)-II, Eastern Railway, Kolkata.

O/C

10/06/14

Please issue fair letter

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

No.2014/CEDO/ORI/02. New Delhi, Dated 09.06.2014

The General Manager,
Eastern Railway
Kolkata

Sub: Opening of New BG line between Barapalasi Station (Km.102.070 From Bhagalpur Station) and Dumka Station (Km.115.870 from Bhagalpur Station) of Malda Division of Eastern Railway for Public Carriage of Goods and Passenger Traffic (Non-Electrified Section).

Ref : CCRS's letter no. R.12012/02/2013-14-T.W, dated 28.05.2014.

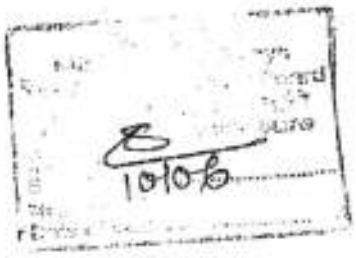
The above section was inspected by CRS, Eastern Circle, Kolkata in December 2013 and opening of the section was authorized by him vide letter no. 6/I/Z-17/13/1004/H, dated 13.12.2013 and inspection report vide his letter no.6/I/Z-17/14/1127/H dated 15.01.2014 with certain observations. The inspection 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, Eastern 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 बोड

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)-II, Eastern Railway, Kolkata.



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

No.2014/CEDO/ORI/03. New Delhi, Dated 09.06.2014

The General Manager,
West Central Railway
Jabalpur

Sub: Opening of existing 2.557 Km long Goods Bye Pass BG non Electrified single line In Sagma -Kaima Section of Jabalpur Div. of West Central Railway for public carriage of passengers.

Ref : CCRS's letter no. R.12041/01/2013-14-T.W, dated 28.05.2014.

The above section was inspected by CRS, Central Circle, Mumbai in November 2013 and opening of the section was authorized by him vide letter no. C-12(171)/2013/907 dated 15.11.2013 and inspection report vide his letter no.C-12(171)/2013/1037 dated 20.12.2013 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, Central 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 बोड

d/c

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), West Central Railway, Jabalpur.

Please issue fax

10.06

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

सं. 2014/CEDO/SD/RS/01 New Delhi, Dated 30.05.2014

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for Bogie Double Deck Wagon (Transportation Code-'COR') to RDSO's approved drawing no. TWL/LK/COR-52C Alt-3 for M/s Titagarh Wagons Limited, Kolkata, to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's letter no. CT/Container/BG/MG, dated 06.01.2014.

With reference to your application referred above, sent through the CCRS, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions for Bogie Double Deck Wagon (Transportation Code-'COR') to RDSO's approved drawing no. TWL/LK/ COR-52C Alt-3 for M/s Titagarh Wagons Limited, Kolkata, under new wagon design approval policy no. WD-02-WDA-2009 to IRSOD (BG) Revised, 2004.

The design of these coaches infringes Clause nos. 2(ii), 11, 14, 24 & 29 of Chapter-IV(A) of B.G. Schedule of Dimensions, Revised 2004, as shown in Annexure, drawings and other details enclosed with your above mentioned letter with Board's comments as under :

"These wagons are not permitted to run on those lines where height of locos / rolling stocks is restricted to 4.27 metre".

30.5.14

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

सं. 2014/CEDO/SD/RS/01 New Delhi, Dated 30.05.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.17020/01/2013-14-T.W./37, dated 06.02.2014.
2. General Managers, All Indian Railways.
3. Commissioners of Railway Safety, All Circles.
4. Executive Director (Track-1), RDSO, Manak Nagar, Lucknow.
5. ED/ME/Freight, Railway Board, New Delhi.

30/5/14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

6/6/2014

9/6

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

सं. 2014/CEDO/SD/05 New Delhi, Dated 29.05.2014

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures in connection with SSI work at Chheoki station of Allahabad Division on North Central Railway.

संदर्भ : N.C. Railway's letter no. SIG/WS/CRS/Misc./Pt.XXI, dated 10.04.14.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures in connection with SSI work at Chheoki station of Allahabad Division of North Central Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"1. Any wider stock which may infringe with signals at these locations must not be run on these lines. Entry to this effect should be made in Station Working Rules.

2. BCNHL rakes will move at a speed of 15 kmph or less even though there may be a general restriction in SSI."

29/05/14
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SD/05 New Delhi, Dated 29.05.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. R.11015/01/2014-15-TW, dated 23.05.14.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazartgang, Lucknow-226001, w.r.t. letter no. 3493/Part-7/SANC-10, dated 02.05.2014.
3. ED/Works, Railway Board, New Delhi.

30/5/14

29/5/14
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

③ 151 1/3

(102 1)

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

New Delhi, dated 24-8-1994.

No.92/CEDO/SR/A/O.

The General Manager,
All Indian Railways.

Sub: Condonation of grade infringement and implementation of structure in yards in connection with Gauge Conversion, New Line and Doubling Projects.

.....

It has come to the notice of Ministry of Railways that the Chief Administrative Officers (Constn.) of various construction organisations are applying for condonation of grades steeper than 1 in 260 in yards to item 2(b) Chapter-II of BG Schedule of Dimensions (1973) through the Commissioner of Railway Safety and the Chief Commissioner of Railway Safety based on the justification of 'exhorbitantly higher cost' and lengthy time factor in provision of 1 in 400 grade. No detailed justification for provision of steeper than 1 in 400 grade as per Schedule is given and thorough examination of the details of various alternatives to provide the require grade is not carried out. Similarly the condonation of infringements to item 13(11)(c) Chapter-I of BG Schedule of Dimensions for clearances lesser than 2360 mm (7'-9") are being applied for by CSTE, the Chief Electrical Engineer and the Chief Engineer of construction organisations in respect of Signal, OHE and Civil Engg. structures.

Ministry of Railways are of the view that all efforts should be made by the Railways at their level to provide the minimum required clearance of 2360 mm to permit introduction of wider stock at a later stage and only in rare cases the Railways should approach the Board through CRS and CCRS for condonation of infringements to structures.

Keeping in view the fact that provision of steeper grades and lesser structural clearances in the yards is an alarming situation, Ministry of Railways have now decided that in future all the applications are be made by GM(Engg.) to Secretary (Civil Engg.) Railway Board through CRS and CCRS for condonation of grade infringements and structural clearances. The applications should invariably indicate the detailed justification for condonation of infringements. Wherever arguments of 'exhorbitant costs' or 'uneconomical alternative' are used as a part of justification, it must be quantified and advised in detail. As the infringements and steeper gradients are known well in advance, no occasion should arise when the condonations are asked in the eleventh hour. In fact, the application must be sent as soon as the pl[illegible] in final stage.

Contd...2/-

1/4

The yard drawings enclosed with the application should clearly show all the infringements involved in a tabulated forewarn should be signed by the concerned officers of 'open line' in addition to those of the construction organisation (because open line officers are the end users of the infringing locations). The signatures of DRM, COM/CTRM/CSO of the Railway should invariably appear on the drawing showing the infringements. Where the drawings have already been finalised by the organisations, a separate sheet of drawing be prepared showing all infringements where condonation is sought and it should be got signed by HODs of concerned Department including COM/CSO.

The instructions should be circulated to all concerned for necessary compliance and acknowledgement sent to this office confirming that these instructions have been noted for compliance in future.

The receipt of this letter may please be acknowledged.

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

Contd...3/-

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

सं. 2011/CEDO/SR/15/O/Vol.II New Delhi, Dated 16.05.2014

The General Managers,
CR, ER, ECR, NR, NCR, NFR,
NWR, SCR, SER, SWR, WR & WCR.

विषय : **Meeting in Railway Board on 23.05.14** regarding modification to Policy Circular No. 7 for "Opening of Sections and Sanction of Sectional Speed on Indian Railways".

संदर्भ : Board's letter of even no., dated 15.05.2014.

Meeting for improving the existing provisions of Policy Circular no. 7 on the subject of "Opening of Sections and Sanction of Sectional Speed on Indian Railways" has been scheduled at 10.30 hrs. in the Conference Hall of Rail Bhawan on Friday, 23rd May, 2014 in which the following officers have been nominated :

(i) CAOs(C) - CR, II/ER, S/ECR, NR, I/NFR, NWR, SCR, SWR and WR

(ii) PCEs - NR, NCR, SER, WR and WCR

(iii) DRM - Delhi Division

It is requested that the officers, so nominated may kindly be advised to attend the meeting accordingly with inputs sent in advance to EDCE(G) through e-mail (edceg@rb.railnet.gov.in) for fruitful discussion during the meeting.

16.5.14

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

o/c

Copy for information and needful action please to:

- AM(Works), Adv(Bridge), ED/Works and EDCE(B&S)-II, Railway Board for information and attending the meeting accordingly.
- All the nominated officers, as mentioned above.

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

सं. 2011/CEDO/SR/15/O/Vol.II New Delhi, Dated 15.05.2014

The PCEs & CAO(C)s,
All Indian Railways.

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

संदर्भ : Board's letter of even no., dated 08.10.2012.

'Indian Railways Policy Circular No. 7' on the subject of 'Opening of Sections and Sanction of Sectional Speed on Indian Railways' was issued vide Railway Board's letter no. 2011/CEDO/SR/15/O, dated 08.10.2012 with the approval of Board (ME, MT, ML, MM & CRB).

Board is now considering improvement to this Circular based on experience gained by Zonal Railways and references received from various units.

It is, therefore, requested that any specific modification/suggestion in various provisions of the existing Policy Circular no.7 may kindly be advised to the undersigned, latest by 23rd May, 2014 and soft copy of the proposed corrigendum may also be mailed to edceg@rb.railnet.gov.in.

15.5.14

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

रेल मंत्रालय Ministry of Railways Railway Board Enclosure
हस्ताक्षर Signature
जारी की तिथि Date of issue

Please issue fax letter. 15.5.14

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

सं. 70/WDO/ORI/RO/1,Vol.II (Pt.I) New Delhi, Dated 07.05.2014

The Chairman & Managing Director,
Rail Vikas Nigam Limited,
B-Block, I[st] Floor, August Kranti Bhawan,
Bhikaji Cama Place,
New Delhi - 110066.

विषय : Nomination of Officials for CRS Inspection.

संदर्भ : MD/RVNL's letter, dated 25.04.2014

Proposal of RVNL vide above reference in connection with nomination of their officials to accompany CRS inspection alongwith officers of Zonal Railways during opening of projects etc. by the respective CRSs has been examined in Railway Board.

In this connection, the relevant provision is contained in Para 10(2) of Railways (Opening for Public Carriage of Passengers) Rules, 2000, extract of which is as under :

"10. General Manager to accompany Commissioner at 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."

Further attention is also drawn to Clause 4(2) of The Railways Act 1989, which reads - *"The General superintendence and control of a Zonal Railway shall vest in the General Manager."*

It is, therefore, advised that on the referred subject, necessary action as per requirement of the project & inspection thereto, needs to be taken by the General Manager.

It is issued with the approval of Board (ME).

07/05/14

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

O/C
9/5/14
Please issue fair letter
Yadav
8.5.14

Date of Issue

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

सं. 2011/CEDO/SD/17/O/Pt.II New Delhi, Dated 29.04.2014

The Managing Director,
DFCCIL,
5th Floor, Pragati Maidan Metro Station,
New Delhi - 110001

विषय : **SSOD of DFCCIL- Width of Pantograph.**

संदर्भ : (i) DFCCIL's, letter no. HQ/EL/SOD/Pt.II dated 10.05.13
(ii) DFCCIL's, letter no. HQ/EL/SOD/Pt.III dated 16.04.14

1. On the reference from DFCCIL, mentioned at (i) above, Director/PP,DFCCIL had explained as to why Pantograph width required to be reduced to 1800mm from 2030mm as under :

"As discussed in the meeting, the width of Pantograph has been indicated in Para 7.2 & 14.2 of SSOD. To maintain this dimension, MMD would have to be increased so as to avoid infringement of the Pantograph with the bracings of the entry portals of steel through girder bridges along the route. It may be noted that, in IR SOD 2004(Revised) the width of Pantograph is 2030mm for DC Locomotives only and 1800mm for AC Locomotives. Even in specification no. RDSO/2010/EL/ SPEC/0108 Rev.1 of Locomotive for DFCCIL, this dimension is 1800mm, It is therefore, requested that the pantograph width for WDFC and EDFC may be revised to 1800mm."

2. In view of above DFCCIL's justification, the pantograph width for both WDFC and EDFC was revised to 1800mm, vide Railway Board's letter of even no. dated 21.08.2013.

3. The matter is under consideration with Board for revising the pantograph width for both WDFC and EDFC from 1800mm to 2032mm.

4. In response to Board's letter of even no. dated 24.03.2014, DFCCIL, under reference (ii) has clarified that :

"Through girder bridges on DFCs are being constructed as per SSODs for WDFC and EDFC issued in January, 2013."

5. It has been desired by Board that DFCCIL may examine and confirm that :
   (i) *"Pantograph width of 2032mm shall not infringe the 'Fixed Structures Gauge' at all heights as per SSOD of DFCs.*
   (ii) *Comment on Para 1 above.*

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
Enclosure

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

सं. 2014/CEDO/Yard Diagram New Delhi, Dated 29.04.2014

The Principal Chief Engineers
All Indian Railways

विषय : Yard Diagram, Engineering Scale Plan (ESP) and Index Plan & Section.

Yard Diagram, Engineering Scale Plan (ESP) and Index Plan & Section are important documents, required to be consulted for taking up investment decisions in Railway Board by MR Cell and Board Members.

You are therefore requested to send updated one set of the Yard Diagram, Engineering Scale Plan (ESP) and Index Plan & Section in spiral binding booklets of A3 size (in soft copies also) by the 15th May 2014.

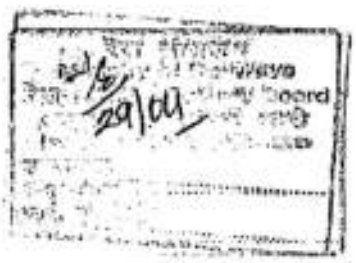
This may please be treated as **MOST URGENT.**

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

Copy forwarded for information to :

The General Mangers
All Indian Railways

o/c



Please issue letter Sijadan 29.4.14

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

No. 2009/CEDO/SR/48 New Delhi, dated 25.04.2014

The Director General,
RDSO, Manak Nagar,
Lucknow.

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

Ref .: Board's letter of even no., dated 02.12.2009 and 01.11.2012

With reference to Board's letter of even no., dated 01.11.2012 , RDSO was asked to advise the feedback/action taken on the instructions of Board as mention in letter.

Till date, EDS/Wagon has submitted the report without consulting Civil Engineering Dte. of RDSO.

Feedback/action taken on the above may please be sent to Board (after consulting all concerned Dte of RDSO) at the earliest.

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

Da : as above

No. 2009/CEDO/SR/48 New Delhi, dated 25.04.2014

Copy forwarded for information to the Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.13011/38/2009- T.W., dated. 19.10.2012 & 25.09.2013.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy for information necessary action to :

1. ED/Track, ED/TM & ED/B&S , RDSO, Mank Nagar , Lucknow.

Copy for information to :

1. EDME/Freight, Railway Board, New Delhi.
2. Sr PPS to MM for kind information of MM please.

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

Please find attached letter
Yadav
25.4.14

Annexure 143

SH-28/1

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

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

The General Manager(Engg),
North Central Railway,
Allahabad.

Sub: Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP(CC+8+2t)section of NC Railway.
Ref:Your letter No. 355-W/CRS/BOXNHL/22.9t/NCR/Bridge,dt:14.05.2009

....

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for **Running of Broad Gauge Bogie open wagon type "BOXNHL" having maximum axle load of 22.9t on MGS-GZB,PWL-BINA ,MKP-NYN,CNB-BZM-KID-MKP (CC+8+2t) section of North Central Railway** subject to terms and conditions as given in RDSO's Final Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate and other Certificates accompanying above referred letter .

The sanction is further subjected to the recommendations/suggestions made by CRS/NE Circle/ LKO and CCRS/LKO vide their letters No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009 & No क्यू.13011/38/2009- तथवि dt. 16.10.2009 respectively and with Board's comments as under:

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

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

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

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

(continue-2)

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

(T.Gupta)
Executive Director Civil Engg.(G)
Railway Board.

No. 2009/CEDO/SR/48 **New Delhi, dated 02.12.2009**

Copy forwarded for information to:

1. CCRS, Compound of DRM/NER, Ashok Marg, Lucknow –226001 w.r.t. his endorsement No. क्यू.13011/38/2009- तारीख dt. 16.10.2009
2. The Commissioner of Railway Safety, N.E. Circle, Hazratganj, Lucknow- 226001 w.r.t. his letter No.3499/BOXNHL/NCR/SANC-09/163 dt. 18/22-05-2009
3. The Executive Director Standards (Motive Power), RDSO, Lucknow, w.r.t. his letter No. MW/SPD/BG/BOXNHL/22.9t, dt. 23.03.2009,09.04.2009.
4. GM (ENGG) ALL INDIAN RAILWAYS

(T.Gupta)
for Secretary, Railway Board.

2/12

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

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

No. 2009/CEDO/SR/48

New Delhi, Dated 01.11.2012

The Director General,
RDSO, Manak Nagar,
Lucknow

The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Report of EDS/Wagon/RDSO covers the wagons only. The feedback on effect on TM, Track and B&S Dtls may be taken directly by EDCE(G) please.

Ashok Agrawal
24/4/14

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Annexure I

Annexure

फैक्स / Fax : 91-0522-2452494
तार : रेलमानक लखनऊ
Telegram : 'RAILMANAK' Lucknow
टेलीफोन / Tele: 2451200 (PBX)
2450567 (DID)

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

No. MW/SPD/BG

October 15, 2013

Exe. Director Civil Engg. (General)
Railway Board,
New Delhi.

Sub: Running of BCNHL (CC+8+2) and BOXNHL (CC+8+2) wagons over Indian Railways.

Ref: (i) Your Letter No. 2009/CEDO/SR/51 dated 27.11.2009
(ii) Your Letter No. 2009/CEDO/SR/48 dated 01.11.2012
(iii) AMME, Rly Bd., DO No. 2002/M (N)/204/7 Vol. I dated 26.07.2013
(iv) Equipment failure data available on website of Railway Board.

BOXNHL and BCNHL have been running on Indian Railways, based on sanction issued by Railway Board.

After necessary oscillation trials, RDSO has also issued final speed certificate for both BOXNHL (Speed certificate no.MW/SPD/BG/BOXNHL/22.9 dt 23/03/2009) and BCNHL wagons (Speed certificate no. MW/SPD/BG/BCNHL/22.9 dt 04/10/2011).

In order to gauge field performance of these wagons, the equipment failure data compiled by Railway Board and available on Railway Board website (http://www.indianrailways.gov.in/railwayboard/ view section.jsp?lang=0 &id=0,1,304,366,538,730,733) has been analyzed and the same is enclosed to this letter.

Equipment failure data does not indicate any adverse effects/performance since the introduction of BOXNHL and BCNHL wagon in 2008. Wagon design directorate, RDSO is also not in receipt of any reference from ZR, related to safety issues in operations of BOXNHL and BCNHL wagons. Some references of field failures of doors in BCNHL wagons have been received and corrective action on the same has been taken.

Based on the above, it is requested that similar feedback/report be collected from Civil Engg. Dte. (TM, Track & B&S) of RDSO regarding the operations of BCNHL and BOXNHL wagons. Further action regarding sanction of operations of BOXNHL and BCNHL wagons be also taken at Railway Board level.

D.A.: As above

(Amitabh Sinha)
Exe. Director Stds/Wagon

Copy to:

EDME/ Freight, Railway Board, New Delhi

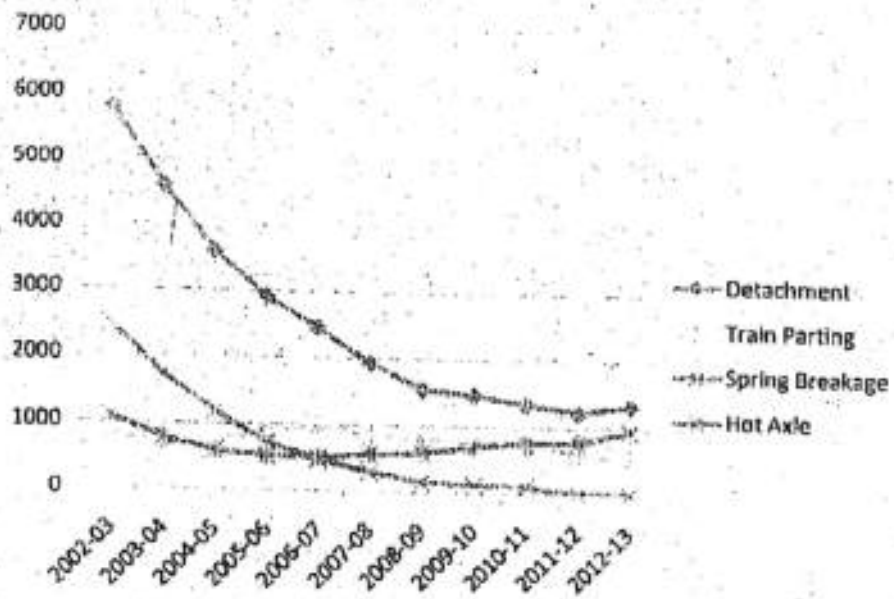
रेल मंत्रालय (रेलवे बोर्ड)
Min. of Railways (Rly. Board)
21 OCT 2013
G.R. No.

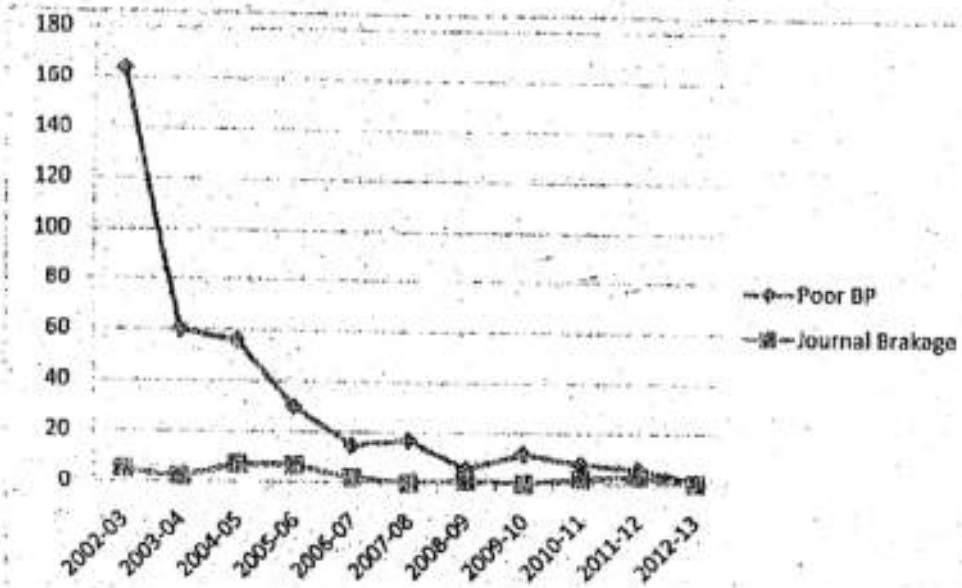
Equipment Failure Data pertaining to Wagon

(Down loaded from [illegible])

Year	Wagon					
	Detachment	Poor BP	Train Parting	Spring Breakage	Hot Axle	Journal Brakage
91-92	92798	3449	2142	N/A	N/A	N/A
92-93	60983	4671	1989	N/A	N/A	N/A
93-94	71549	3314	1749	N/A	N/A	N/A
94-95	58415	3188	1583	N/A	N/A	N/A
95-96	44242	3453	1423	N/A	N/A	N/A
96-97	37150	3140	1313	N/A	N/A	N/A
97-98	23490	2367	1172	N/A	N/A	N/A
98-99	17631	1428	1135	N/A	N/A	N/A
99-2000	13529	868	1034	N/A	N/A	N/A
2000-01	8782	474	1081	N/A	N/A	N/A
2001-02	7209	259	1013	N/A	N/A	N/A
2002-03	5796	164	826	2472	1092	5
2003-04	4586	60	688	1722	776	2
2004-05	3598	56	668	1188	591	7
2005-06	2909	30	926	716	527	7
2006-07	2454	15	996	483	509	2
2007-08	1936	17	877	300	567	0
2008-09	1551	6	793	159	599	1
2009-10	1470	12	778	129	684	0
2010-11	1350	8	717	104	779	2
2011-12	1237	6	611	18	775	3
2012-13	1335	1	562	7	955	0

Analysis of Equipment Failure Data pertaining to Wagon





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

सं. 92/CEDO/SR/4/O/Pt.I

New Delhi, Dated 25.04.2014

The Executive Director(Track),
RDSO,
Manak Nagar, Lucknow.

विषय : Clarification regarding criteria for clearing the route (COCR) for speed above 120 kmph.

संदर्भ : (i) Railway Board's letter no. 92/CEDO/SR/4/O/Pt.I, dated 23.11.06
(ii) RDSO's letters no. RM2/RP, dated 13.03.2014 & 23.04.2014.

Please find enclosed herewith RDSO's letter dated 13.03.2014 referred above, wherein clarifications were sought by ED/Testing/RDSO regarding criteria for clearing the route (COCR) for speed above 120 kmph w.r.t. Railway Board's letter no. 92/CEDO/SR/4/O/Pt.I, dated 23.11.2006 regarding Policy Circular no.6. The opinion of EDME/Coaching of Railway Board is as under :

(1) RDSO interpretation of given in Para 1.0 of their letter dated 13.03.2014 is correct except slight change in sub Para I "The route is not cleared *without attention to track*".

(2) The COCR should be done with instrumented representative vehicle and for loco intended to be cleared on route. Full rake composition should not be used. RDSO contention is correct.

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

Da : as above

(आलोक कुमार) 25/4/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information to :

1. Director General, RDSO, Manak Nagar, Lucknow.
2. Executive Director (Testing), RDSO, Manak Nagar, Lucknow

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

135

9311

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-1 & 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

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 DCM(C)

EDME/Coaching It is opined that RDSO interpretation of given in para 1.0 of their letter dated 13.03.2014 is correct except slight change in Sub para I " The route is not cleared without attention to track"

Regard 2.0. The COCR should be done with empty instrumented representative vehicle and/or loco intended to be cleared on route. Full Rake composition cleared by RDSO condemnation is correct.

24.03.2014

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

सं. 2014/CEDO/SD/04 New Delhi, Dated 05.04.2014

The General Manager,
East Central Railway,
Hajipur.

विषय : Temporary condonation (i.e upto 31.03.2015) of infringements to IRSOD for adoption of lesser vertical clearances under existing old FOB at Km. 34/3-4 at Samastipur station platforms of East Central Railway.

संदर्भ : E.C. Rly's letter no. W-3/162/09/Cond./Fob/SPJ, dated 16.07.2013

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary condonation (i.e upto 31.03.2015) of infringements to IRSOD for adoption of lesser vertical clearances under existing old FOB at Km. 34/3-4 at Samastipur station platforms of East Central Railway, as shown in Form -XVII and drawing, accompanying above referred letter.

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

सं. 2014/CEDO/SD/04 New Delhi, Dated 05.04.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. R. 11012/02/2013-14-T.W., dated 07.03.2014.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 36/26/Infringement/14/519/H, dated 30.01.2014
3. EDRE(P), Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
Issue with Signature
Signature

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

सं. 2014/CEDO/SD/04 New Delhi, Dated 05.04.2014

The General Manager,
East Central Railway,
Hajipur.

विषय : Temporary condonation (i.e upto 31.03.2015) of infringements to IRSOD for adoption of lesser vertical clearances under existing old FOB at Km. 34/3-4 at Samastipur station platforms of East Central Railway.

संदर्भ : E.C. Rly's letter no. W-3/162/09/Cond./Fob/SPJ, dated 16.07.2013

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary condonation (i.e upto 31.03.2015) of infringements to IRSOD for adoption of lesser vertical clearances under existing old FOB at Km. 34/3-4 at Samastipur station platforms of East Central Railway, as shown in Form -XVII and drawing, accompanying above referred letter.

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

सं. 2014/CEDO/SD/04 New Delhi, Dated 05.04.2014

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

(आलोक कुमार)
कृते सचिव, रेलवे बोड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड Railway Board
हस्ताक्षर
Signature

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

सं. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, Dated 01.04.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to Electrical Directorate.
Ref : C.Rly's letter no. L.451.DC_AC.Conv.45, dated 06.03.14

EDRE (P) Railway Board has moved a proposal for issuing correction slip in IR SOD BG Revised,2004, in connection to DC-AC conversion over Central Railway (copy of relevant papers enclosed).

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

01.04.14
(V.S. Yadav)
ADE(Civil), Railway Board

Encl: As above.

Copy forwarded for information to:

(i) The Executive Director (Track), RDSO, Manak Nagar, Lucknow
(ii) EDRE(P), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
01/04
With Enclosure

130

Central Railway

CEE's Office
Mumbai CST
Dated: 06.03.2014

No. L.451.DC_AC.Conv.45

Secretary (Electrical)
Railway Board
New Delhi

(Kind Atten: Shri Shalabh Goel, Director (RE) Rly.Bd.)

Sub- *DC-AC Conversion over Central Railway- Modification in IRSOD by issue of necessary ACS.*

Ref: I) CEE/C.RLY letter No. CR/OHE/DC-AC/CRS/KYN-TNA-LTT dtd.17.12.2013 (copy enclosed as annex A).
ii) Rly. Board's letter No. 2006/RE/138/4 Vol.1/FTS-765 New Delhi dtd.26.12.2013 (copy enclosed as annex B).
iii) CPM/Conv's office note No. CR/OHE/DC-AC/CRS/KYN-TNA-LTT dtd 04.10.2013 (annex C) & 27.01.2014 (annex D)
Iv) COM'S I.No. TR/Dispn-Cond/DC-AC/BB/134 date 20.09.2013 (annex E)

1.0 DC-AC conversion project on Central Railway is in progress. Igatpuri -Kalyan(NE), Pune- Kalyan (SE), Kalyan - Thane & Thane - LTT(via 5th & 6th lines) sections have been commissioned with 25 KV AC. Work in TNA-CSTM & CSTM-PNVL section is in progress & targeted for completion by April 2014 & October 2014 respectively. TNA-CSTM & CSTM-PNVL sections are having number of overline structures viz. FOBs/ROBs having girder height less than prescribed in SOD, thereby limiting minimum height of the contact wire as per SOD under these overline structures.

2.0 ACS no.10 to IRSOD-2004, "Note" (a) & (b) in Para-2 of Chapter V-A Electrical traction prescribes contact wire height of 4.69 mtr and 4.54 mtr for rolling stock not higher than 4.42 mtrs. & 4.27 mtrs. respectively.

CRS has made it clear that in case of running of any Rolling Stock having height more than 4270 mm , the parameters related to 4420 mm Rolling Stock only as given in SOD will have to be considered.. Lowering of the track for FOBs/ROBs having less girder height (list enclosed as annex G) to accommodate minimum height of the contact wire vis-a-vis present SOD has become a major issue for conversion of Thane – CSTM & CSTM-PNVL section.

Vide CEE/CR's office letter at ref.(i), Railway Board was requested to introduce in SOD an intermediate Rolling Stock height of 4381 mm (between 4420mm & 4270mm as existing in SOD) presently running on Central Railway with corresponding minimum Contact Wire height of 4651mm (4381+250+20 = 4651) and issue necessary ACS. To this Railway Board vide letter under ref (ii) has advised to submit consolidated proposal for all the changes required in IRSOD.

3.0 CPM (Conv)'s office note at ref.iii annex C , submitted a proposal to GM for approval for running of Rolling Stock of maximum height of 4381 mm on TNA-CSTM section. This was as per the advice of COM received vide letter at Ref. (iv) annex C. In the note, necessity of lowering of track at 18 locations (annex G)with the maximum lowering by 29 cm was brought out.

4.0 CTE vide note No. T.120/PWT. 5th & 6th line/AC-DC/conv. dtd. 11.12.2013(**annex F**), to GM had deliberated on the subject of track lowering . Orders of GM giving directions on running of rolling stock with a maximum height of 4340 mm on CSTM-TNA section and on lowering of track under ROBs/FOBs accordingly is reproduced below :

"Discussed with PCE & CEE. CPM/Conv was also present. At present WDM3D loco is the highest rolling stock coming to CSTM. This has a height of 4.34 mtrs. The raising of OHE or lowering of track be done for 4.34 mtrs high locos. This will eliminate lowering at 8 locations & reduce the lowering of track by 80 mm at the remaining 12 locations. The lowering will have to be done for all lines. Height of OHE wire to be checked once again by CPM/Conv. Target one week from today. PCE to take up lowering work immediately."

5.0 In the light of the developments as above and as mentioned at Para-2 above, modification in IRSOD by issue of necessary ACS is required to work out minimum contact wire height with maximum Rolling Stock height presently running in a particular Railway (i.e 4381 mm in Central Railway).

For Rolling Stock of height 4381 mm min. contact wire height works out to 4651 mm (4381 + track maintenance allowance of 20 + min. electrical clearance of 250).

6.0 In view of the above and as advised by Railway Board vide letter at ref. (ii) annex B, modifications proposed to IRSOD are enclosed.

7.0 It is submitted that above modifications in reference to the height of the Rolling Stock & corresponding contact wire height, if introduced in SOD, will give following benefits:-

i) This will facilitate reduction in requirement of track lowering by 39 mm (4690-4651).

ii) Reduction in the number for overline structures FOBs/ROBs where the track is required to be lowered as per reduced contact wire height of 4651 mm.

In view of the above, Railway Board is requested to kindly arrange to issue suggested modifications in IRSOD 2004 (BG), as per **Annexure H**.

DA: As above

6.3.14

(R.B. Deshmukh)
Chief Elect. Distribution Engineer
For Chief Elect. Engineer
Central Railway

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

सं. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, Dated 01.04.2014

The Director General,
RDSO,Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to Electrical Directorate.
Ref : C.Rly's letter no. L.451.DC_AC.Conv.45, dated 06.03.14

....

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

01.04.14

Encl: As above.

(V.S. Yadav)
ADE(Civil), Railway Board

Copy forwarded for information to:

(i) The Executive Director (Track), RDSO, Manak Nagar, Lucknow
(ii) EDRE(P), Railway Board, New Delhi.

Central Railway

CEE's Office
Mumbai CST
Dated: 06.03.2014

No. L.451.DC_AC.Conv.45

Secretary (Electrical)
Railway Board
New Delhi

(Kind Atten: Shri Shalabh Goel, Director (RE) Rly.Bd.)

Sub- *DC-AC Conversion over Central Railway- Modification in IRSOD by issue of necessary ACS.*

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2.0 ACS no.10 to IRSOD-2004, "Note" (a) & (b) in Para-2 of Chapter V-A Electrical traction prescribes contact wire height of 4.69 mtr and 4.54 mtr for rolling stock not higher than 4.42 mtrs. & 4.27 mtrs. respectively.

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Vide CEE/CR's office letter at ref.(i), Railway Board was requested to introduce in SOD an intermediate Rolling Stock height of 4381 mm (between 4420mm & 4270mm as existing in SOD) presently running on Central Railway with corresponding minimum Contact Wire height of 4651mm (4381+250+20 = 4651) and issue necessary ACS. To this Railway Board vide letter under ref (ii) has advised to submit consolidated proposal for all the changes required in IRSOD.

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"Discussed with PCE & CEE. CPM/Conv was also present. At present WDM3D loco is the highest rolling stock coming to CSTM. This has a height of 4.34 mtrs. The raising of OHE or lowering of track be done for 4.34 mtrs high locos. This will eliminate lowering at 8 locations & reduce the lowering of track by 80 mm at the remaining 12 locations. The lowering will have to be done for all lines. Height of OHE wire to be checked once again by CPM/Conv. Target one week from today. PCE to take up lowering work immediately."

5.0 In the light of the developments as above and as mentioned at Para-2 above, modification in IRSOD by issue of necessary ACS is required to work out minimum contact wire height with maximum Rolling Stock height presently running in a particular Railway (i.e 4381 mm in Central Railway).

For Rolling Stock of height 4381 mm min. contact wire height works out to 4651 mm (4381 + track maintenance allowance of 20 + min. electrical clearance of 250).

6.0 In view of the above and as advised by Railway Board vide letter at ref. (ii) annex B, modifications proposed to IRSOD are enclosed.

7.0 It is submitted that above modifications in reference to the height of the Rolling Stock & corresponding contact wire height, if introduced in SOD, will give following benefits:-

i) This will facilitate reduction in requirement of track lowering by 39 mm (4690-4651).

ii) Reduction in the number for overline structures FOBs/ROBs where the track is required to be lowered as per reduced contact wire height of 4651 mm.

In view of the above, Railway Board is requested to kindly arrange to issue suggested modifications in IRSOD 2004 (8G), as per **Annexure H**.

DA: As above

6.12.14

(R.B. Deshmukh)
Chief Elect. Distribution Engineer
For Chief Elect. Engineer
Central Railway

FTS/10586

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

शाखा BRANCH RE मिसिल सं. FILE NO. 2014/RE/161/11 FTS

विषय
SUBJECT

S OD

पिछला संदर्भ
Previous Reference 2006/RE/138/4

सम्बन्धित
Connected

2014/RE/161/11/FTS-105866

Sub.: DC-AC conversion over Central Railway – modification in IRSOD by issue of necessary ACS

Ref.: (1) CEE/Central Railway's letter no. CR/OHE/DC-AC/CRS/KYN-TNA-LTT dated 17.12.2013 (SN-2/1).
(2) Railway Board's letter no. 2006/RE/138/4 Vol. 1/FTS-765 dated 26.12.2013 (SN-2/3).
(3) CEE/Central Railway's letter no.L.451.DC-AC.Conv.45 dated 06.03.14 (SN-2).

Background:-

1500 V DC to 25 KV AC conversion work is ongoing in Mumbai division of Central Railway. 25 KV AC OHE has specific requirements of **minimum** electrical clearances, which necessitates lowering of the track at many locations. Under FOB/ROB however, this track lowering can be avoided at few locations, after making minor changes in SOD. The present maximum height of rolling stock plying in Mumbai division of Central Railway is 4381 mm. Current SOD does not stipulate the contact wire height for this height of rolling stock, though the contact wire height is given for rolling stocks of heights 4.27m & 4.42 m, from the rail level. **CEE/CR has brought out that CRS has made it clear that in case of running of any rolling stock having height more than 4270 mm, the parameters related to 4.42 m rolling stock only, as given in SOD, will have to be considered.** Hence, amendments are required in IRSOD to obviate the need of track lowering at least at few locations. The basic idea is to incorporate a general formula for calculating **minimum** contact wire height once rolling stock height "X" is specified, as the **minimum** contact wire height required will vary with the height of rolling stock. Therefore, there is a need to make corrections in the SOD accordingly so that exact **minimum** contact wire height is calculated on the basis of height of rolling stock. Introducing this formula will obviate need for further amendments in SOD, if rolling stock of some other height gets introduced in the system, in future.

Logic for finding out contact wire height and advantages thereof:-

In this connection amendment to IRSOD Para-2 Chapter V (A) issued vide ACS no. 10, dated 08.11.2012 may please be seen **(SN-1, page 9 of 9).** It is seen vide note (a) & (b) of para 12, schedule II, that for rolling stock of height 4.42 m, **minimum** contact wire height specified is 4.69 m. Similarly for rolling stock of 4.27 m, **minimum** contact wire height is 4.54 m. So the **minimum** contact wire height may be obtained by adding 270 mm to the rolling stock height. Hence, for rolling stock of height 4381 mm; the **minimum** contact wire height is 4651 mm from the rail level. The important point is that, this is the minimum possible contact wire height to be adopted in unavoidable situations only. On the similar pattern, if height of rolling stock is X mm, the minimum contact wire height from the rail level is (X+270) mm.

If this paragraph is introduced, track lowering will reduce by (4690 - 4651)mm = 39 mm on Mumbai division of Central Railway.

Changes required in SOD:-

CEE/CR vide his letter at ref. 3 above (**SN-2**) has requested to introduce in IRSOD an intermediate rolling stock height of 4381 mm (between 4420 mm & 4270 mm, as existing in SOD), presently running on Central Railway with corresponding minimum contact wire height of 4651 mm (4381 +250+20 = 4651 mm). **However a general formula in addition is also proposed to find out contact wire height for any new rolling stock which may get introduced in future.** This is given below:-

If X mm	=	Maximum rolling stock height from rail level.
250 mm	=	long term electrical clearance
20 mm	=	allowance for track maintenance
Then (X+270) mm	=	minimum height of underside of contact wire from rail level (since contact wire has got a thickness, this derived height is from rail level to underside of contact wire).

With the above background, the various changes required in the SOD paragraphs are as follows:-

The changes required in various paragraphs of IRSOD are as follows:-

As existing in IRSOD including latest changes as per ACS-10 Chapter –V.A : ELECTRIC TRACTION 2. Minimum height from rail level to the underside of Contact wire		**Chapter –V.A : ELECTRIC TRACTION (Proposed now)** 2. Minimum height from rail level to the underside of Contact wire	
(i) Under Bridges and in Tunnels :	4.80 metre	*(i) Under Bridges and in Tunnels :*	*4.80 metre*
(ii) In the Open :	5.50 metre	*(ii) In the Open :*	*5.50 metre*
(iii) At Level Crossings :	5.50 metre	*(iii) At Level Crossings :*	*5.50 metre*
(iv) In Running and Carriage Sheds : Note : (a) In cases where it is proposed to allow locomotives or rolling stocks not higher than 4.42m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.69 metre.	5.80 metre	*(iv) In Running and Carriage Sheds :* *Note :* *(a) In cases where it is proposed to allow locomotives or rolling stocks not higher than* ***"X"*** *m , the minimum height of contact wire, specified under Item 2(i) above may be reduced to* ***"X+0.27"*** *metre (**where X is the***	*5.80 metre*

MP-3

		Maximum height of the Rolling Stock running on particular section of the Railway and not exceeding 4.42 mtrs). A board showing this restriction and specifying "locomotives or stocks not permitted to ply on such section, shall be exhibited at the entrance to the same. *Hence* ***minimum*** *contact wire height (underside) from rail level in few sample cases shall be:* *Height of rolling stock* — *Height of contact wire* *4270 mm — 4540 mm* *4340 mm — 4610 mm* *4381 mm — 4651 mm* *4420 mm — 4690 mm*	
(b) In cases, where it is proposed to allow only locomotive or rolling stocks not higher than 4.27m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.54 metre. A board showing this restriction and specifying "locomotives or stocks not permitted to ply on such section", shall be exhibited at the entrance to the same.			
(c) For movement of Over Dimensional Consignments, the height specified under		*(b) For movement of Over Dimensional Consignments, the height specified under*	

Item 2(i) above shall be increased by the difference between the height of the consignment contemplated and 4.42m. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50mm.		*Item 2(i) above shall be increased by the difference between the height of the consignment contemplated and "X" **(where X is the Maximum height of the Rolling Stock running on particular section of the Railway and not exceeding 4.42 mtrs)**. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15 kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50mm. However, the **minimum** height of contact wire cannot be reduced any further, irrespective of the speed.*	
(d) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation. (e) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different height.		*(c) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation.* *(d) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different heights.*	
(Page 38 of SOD & Subsequently Revised Vide ACS-10) **APPENDIX 'A' To Chapter –V.A : ELECTRIC TRACTION**		**APPENDIX 'A' To Chapter –V.A : ELECTRIC TRACTION** As proposed now.	
4. (a) The **minimum** height of contact		4. (a) The **minimum** height of contact	

M9-5

wire for a stock height of 4.42m, to be able to run on all sections electrified with 25 kV A.C. traction system with live traction overhead equipment		wire for a stock of height "X" m, to be able to run on all sections electrified with 25 kV A.C. traction system with live traction overhead equipment	
(i) Height of the locomotive :	4.42 m	(i) Height of rolling stock:	"X" m
(ii) Minimum clearances to contact wire :	0.25 m	(ii) Minimum clearances to contact wire :	0.25 m
(iii) Allowance for track maintenance :	0.02 m	(iii) Allowance for track maintenance :	0.02 m
(iv) Minimum height of contact wire (Total) :	4.69 m	(iv) Minimum height of contact wire (Total) :	(X + 0.27) m
Note : For OHE span length of 49.5m or below, the oscillations of contact wire get reduced to 0.05m and the minimum height of contact wire in Para 4(a)(iv) can be reduced to 4.69m.		Note: The above calculation is the **minimum** contact wire height under worst possible scenario & where OHE spans ≤ 49.5 m.	
(b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives and stock, the maximum height of over Dimensional Consignments (ODC) with the live over head equipment at speed over 15 kmph (when vertical oscillation of overhead equipment is pronounced) is derived as under :		(b) After determining the minimum height of contact wire on the assumption that it would permit passage of standard locomotives and stock, the maximum height of over Dimensional Consignments (ODC) with the live over head equipment at speed over 15 kmph (when vertical oscillation of overhead equipment is pronounced) is derived as under :	
Minimum Height of Contact Wire : Less – (i) Minimum electrical clearance :	4.69 m 0.20 m	**Minimum Height of Contact Wire** : Less – (i) Minimum electrical clearance :	***"X+0.27"*** m (say) 0.20 m
(ii) Track allowance :	0.02 m	(ii) Track allowance :	0.02 m
(iii) Allowance for vertical oscillation of	0.05 m	(iii) Allowance for vertical oscillation of	0.05 m

contact wire under influence of moving pantographs: **Total :** **Permissible maximum height of Over Dimensional Consignment :**	**0.27 m** **4.42 m**	contact wire under influence of moving pantographs: **Total :** **Permissible maximum height of Over Dimensional Consignment**	**0.27 m** ***"X" m Where X being the Maximum height of the Rolling Stock running on particular section of the Railway and not exceeding 4.42 mtrs.***
(c) If an Over Dimensional Consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an Over Dimensional Consignment halting under a structure, a clearance of 0.25 m under rest condition is to be provided, vide Item 1 of Chapter V-A. In this case, the derived height of contact wire may be reduced by 50 mm.		(c) If an Over Dimensional Consignment is moved at slow speed not exceeding 15 kmph, there will be no downward displacement (due to oscillation) of contact wire. However, to cater for the likelihood of an Over Dimensional Consignment halting under a structure, a clearance of 0.25 m under rest condition is to be provided, vide Item 1 of Chapter V-A. In this case, the derived height of contact wire may be reduced by 50 mm. However, **minimum** height of contact wire shall remain the same irrespective of the speed of ODC i.e.(X+0.27) m.	
(Page 32 of SOD & Subsequently Revised Vide ACS-10) **Amendment To Schedule – II** 12. Minimum height from rail level to the underside of Contact wire		**(Page 32 of SOD)** **Amendment To Schedule - II** 12. **Minimum** height from rail level to the underside of Contact wire	
(i) Under Bridges and in Tunnels : (ii) In the Open :	4.80 metre 5.50 metre	(i) Under Bridges and in Tunnels : (ii) In the Open :	4.80 metre 5.50 metre

(iii) At Level Crossings:	5.50 metre	(iii) At Level Crossings :	5.50 metre
(iv) In Running and Carriage Sheds :	5.80 metre	(iv) In Running and Carriage Sheds :	5.80 metre
Note :		Note :	
(a) In cases where it is proposed to allow locomotives or rolling stocks not higher than 4.42m, the minimum height of contact wire, specified under Item 2(i) above may be reduced to 4.69 metre.		(a) In cases where it is proposed to allow locomotives or rolling stocks not higher than ***"X"*** m , the minimum height of contact wire, specified under Item 12(i) above may be reduced to ***"X+0.27"*** metre ***(where X is the Maximum height of the Rolling Stock running on particular section of the Railway and not exceeding 4.42 mtrs). A board showing this restriction and specifying "locomotives or stocks not permitted to ply on such section", shall be exhibited at the entrance to the same.***	
		Hence **minimum** contact wire height (underside) from rail level in few sample cases shall be:	
		Height of rolling stock	Height of contact wire
		4270 mm	4540 mm
		4340 mm	4610 mm
		4381 mm	4651 mm
		4420 mm	4690 mm

n cases, where it is osed to allow only notive or rolling ts not higher than n, the minimum nt of contact wire, ified under Item above may be ed to 4.54 metre. ard showing this ction and fying "locomotives cks not permitted on such section", be exhibited at entrance to the			
or movement of Dimensional gnments, the specified under (i) above shall be sed by the nce between the of the nment plated and In case, such er Dimensional nment is moved d not exceeding and is also y escorted by ed Railway the derived of Contact Wire e reduced by		(b) For movement of Over Dimensional Consignments, the height specified under Item 12(i) above shall be increased by the difference between the height of the consignment contemplated and ***"X" (where X is the Maximum height of the Rolling Stock running on particular section of the Railway not exceeding 4.42 mtrs)***. In case, such an Over Dimensional Consignment is moved at speed not exceeding 15kmph and is also specially escorted by authorized Railway Staff, the derived height of Contact Wire may be reduced by 50mm. However, the **minimum** height of contact wire cannot	

(d) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation. (e) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different height.		be reduced any further, irrespective of speed. (c) On curves, all vertical distances specified in Item (2) above, shall be measured above the level of the inner rail, increased by half the super-elevation. (d) Suitable prescribed gradient on the height of contact wire shall be provided for connecting these wires installed at different heights.	

The above proposed changes in IRSOD are put up for approval of Board (ML, ME, MT).

DRE
24.03.14

EDRE(P) NR Rai 24/3/14

Adv./RE

EDCE(G)

Adv./Safety

AML

AM(CE)

ML

MT

ME

DRE

P.127

Please examine and put up in your case file

24/3/14

ADE/Gr.VI

case registered & RDSO for further examination Letter placed at S.No.31

ADE/Gr.VI

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

No.2014/CEDO/Misc./1 New Delhi, Dated 01.04.2014

The Chief Bridge Engineer
East Coast Railway,
Bhubaneswar.

Sub : Condonation from Railway Board regarding infringement to SOD of proposed Steel Channel Sleepers on Steel Girder Bridge Nos. 22 (Mahanadi River at Naraj) and Br. No. 32(Puri Main Canal) of doubling in Rajathgarh-Barang section in Khurda Road Division of East Coast Railway.

Ref : ECoR' Letter No. W3/Br/CRS/RVNL/S.C.Sleepers, dated 25.03.2014.

IRSOD Revised,2004 states that :

"The dimensions, except for existing works, are to be observed on all 1676 mm gauge on Indian Railways unless prior sanction has been obtained from the Railway Board through the Commissioner/Chief Commissioner of Railway Safety to execute the new works which would infringe this Schedule of Dimensions".

In view of above Railway may process case of condonation to IRSOD to Railway Board through Chief Commissioner of Railway Safety.

Yadav
(V.S. Yadav)
ADE(Civil), Railway Board

o/c

Copy forwarded for information to the **Principal Chief Engineer, East Coast Railway, Bhubaneswar**

Please issue fair letter
01.04.14

Issue fair letter pl
Sign
24.3.14

114

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

सं. 2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 24.03.2014

The Managing Director,
DFCCIL,
5th Floor, Pragati Maidan Metro Station,
New Delhi - 110001

विषय : SSOD of DFCCIL- Width of Pantograph.

संदर्भ : DFCCIL's, letter no. HQ/EL/SOD/Pt.II dated 10.05.2013

On the reference from DFCCIL, mentioned above, the pantograph width for both WDFC and EDFC was revised to 1800mm, vide Railway Board's letter of even no. dated 21.08.2013.

The matter is under consideration with Board for revising the pantograph width for both WDFC and EDFC from 1800mm to 2032mm. It has been desired by Board that DFCCIL may examine and confirm whether the through girder bridges on DFCs have been designed & constructed with provision of 2032mm pantograph width or not.

24/3/14

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

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

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

सं. 2013/CEDO/SD/19 New Delhi, Dated 24.03.2014

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Condonation for infringements of OHE foundations to Item no. 8 (iii)(a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn. (excl.) - Gorakhpur Cantt. (incl.) section on North Eastern Railway.

संदर्भ : N.E Railway's letter no. RE/GKP/EL/BGC/CRS/342, dated 03.09.13.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of the infringing foundations against the provisions, as contained in Para 8(iii)(a) & (b) of Chapter I, Schedule I of IRSOD-2004 in connection with Railway Electrification works in Chhapra Jn.(excl.) - Gorakhpur Cantt. (incl.) section on North Eastern Railway, as shown in Form-XVII and drawing, accompanying above referred letter with Board's comments as under :

(a) Infringements at 537 locations, where the implantation of OHE mast is less than 2575mm in terms of NER's letter no. W/275/O/A/E.T/4-A, dated 27.12.13, 03.02.14 & 17.02.14 and CORE's letter no. RE/GKP/EL/BGC/CRS/342, dated 14.02.2014; are condoned permanently.

(b) Infringements at 613 locations are condoned temporarily for a period of six months and CORE / N.E. Railway shall ensure that these infringements are systematically removed and timely compliance is reported to Board. It is in terms of NER's letter no. W/275/O/A/E.T/4-A, dated 27.12.13, 03.02.14 & 17.02.14 and CORE's letter no. RE/GKP/EL/BGC/CRS/342, dated 14.02.2014.

(c) All infringements shall be recorded in the Section Register of the concerned SSE/P.Way.

(d) BCM working on track shall be ensured at all stretches where infringements to OHE foundation do not exist and further, the special precautions, as mentioned in Annexure 'A', enclosed with above referred letter are strictly followed during machine working.

F/C
Please Issue fair letter
Syadav
24.03.14

रेल मंत्रालय
Ministry of Railways
Signature

(e) Responsibility should be fixed by GM/CORE at appropriate level for not following the provisions of IRSOD-2004 even after being pointed out timely by NER. In case of infringements becoming unavoidable at site, prior approval for condonation of such infringements should have been taken before execution of work at site, as also mentioned in IRSOD.

(f) In future, no more condonation of such types shall be accepted by Board.

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

सं. 2013/CEDO/SD/19 New Delhi, Dated 24.03.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q. 11015/02/2013-14-T.W., dated 27.09.2013.
2. The Commissioner of Railway Safety, North Eastern Circle, Compound of DRM/NR, Hazratganj, Lucknow-226001, w.r.t. letter no. 3493/Pt.7/SANC-60, dated 09.09.2013

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/18 New Delhi, Dated 24.03.2014

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Condonation for infringements of OHE foundations to Item no. 8 (iii)(a) & (b) of IRSOD-2004 in connection with Railway Electrification works in Barabanki (excl.) - Gorakhpur Cantt. (incl.) section on North Eastern Railway.

संदर्भ : N.E Railway's letter no. RE/GKP/EL/BGC/CRS/342, dated 03.09.13.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of the infringing foundations against the provisions, as contained in Para 8(iii)(a) & (b) of Chapter I, Schedule I of IRSOD-2004 in connection with Railway Electrification works in Barabanki - Gorakhpur section on North Eastern Railway, as shown in Form-XVII and drawing, accompanying above referred letter with Board's comments as under :

(a) Infringements at 238 locations, where the implantation of OHE mast is less than 2575mm in terms of NER's letter no. W/275/O/A/E.T/4-A, dated 27.12.13, 03.02.14 & 17.02.14 and CORE's letter no. RE/GKP/EL/BGC/CRS/342, dated 14.02.2014; are condoned permanently.

(b) Infringements at 1591 locations are condoned temporarily for a period of six months and CORE / N.E. Railway shall ensure that these infringements are systematically removed and timely compliance is reported to Board. It is in terms of NER's letter no. W/275/O/A/E.T/4-A, dated 27.12.13, 03.02.14 & 17.02.14 and CORE's letter no. RE/GKP/EL/BGC/CRS/342, dated 14.02.2014.

(c) All infringements shall be recorded in the Section Register of the concerned SSE/P.Way.

(d) BCM working on track shall be ensured at all stretches where infringements to OHE foundation do not exist and further, the special precautions, as mentioned in Annexure 'A', enclosed with above referred letter are strictly followed during machine working.

Issue fair letter pl
Sd/-
24.3.14

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issued with Enclosure
हस्ताक्षर
Signature.....

(e) Responsibility should be fixed by GM/CORE at appropriate level for not following the provisions of IRSOD-2004 even after being pointed out timely by NER. In case of infringements becoming unavoidable at site, prior approval for condonation of such infringements should have been taken before execution of work at site, as also mentioned in IRSOD.

(f) In future, no more condonation of such types shall be accepted by Board.

24/2/14

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

सं. 2013/CEDO/SD/18

New Delhi, Dated 24.03.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q. 11015/01/2013-14-T.W., dated 27.09.2013.
2. The Commissioner of Railway Safety, North Eastern Circle, Compound of DRM/NR, Hazratganj, Lucknow-226001, w.r.t. letter no. 3493/Pt.7/SANC-59, dated 09.09.2013

24/2/14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2012/CE-I/T&I/1/RDC-NID New Delhi, Dated 14th March 2014

director @nid.edu

The Director,
National Institute of Design,
Ahmedabad.

rkakhaj@nid.edu

Sub : Visit of the Committee to NID on 3rd & 4th April 2014 for setting up of 'Railway Design Centre at National Institute of Design, Ahmedabad'.

Ref : Minutes of meeting of the Committee for 'RDC at NID', circulated vide Railway Board's letter no. 2012/CE-I/T&I/1/RDC-NID, dated 10.03.14.

In above reference and as consented by Director/NID, the Committee, comprising of following officers will be visiting NID Campus on 3rd & 4th April, 2014 for better appreciation of the potential & excellence of NID for railway purposes and utilization of the proposed Railway Design Centre at NID :

1.	Shri R.K. Bhatnagar	Adviser/Electrical (General)	Railway Board
2.	Shri B.N. Mohapatra	Adviser/Finance (Expenditure)	Railway Board
3.	Shri Alok Kumar	Executive Director/Civil Engg. (General)	Railway Board
4.	Shri A. Madhu Kumar Reddy	Executive Director/Passenger Marketing	Railway Board
5.	Shri Desh Ratan Gupta	Executive Director/Land & Amenities-III	Railway Board
6.	Shri Shailendra Singh	Executive Director/Mech. Engg.(Coaching)	Railway Board
7.	Shri D.K. Agrawal	Executive Director/Research	R.D.S.O.

It is, therefore, requested that the needful may kindly be organised.

आलोक कुमार 14.03.14
(आलोक कुमार)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
Phone : 030-44803 : Rly.: 011-23383379 : MTNL: 09910487302 : CUG Mobile
e-mail address : edceg@rb.railnet.gov.in

Copy for information and needful action to :

- PSO/Sr.PPS to CRB, ME, FC, MT, ML & MM in Railway Board for kind information of CRB, ME, FC, MT, ML & MM please.
- Adv.F(X), Adv.Elect.(G), EDCE(G), ED/PM, ED/L&A-3 and EDME/Chg. in Railway Board.
- Director General, RDSO and ED/Research, RDSO, Lucknow.

dgrdso.railway.gov.in
rdso.res.PS.rajesh@gmail.com
edresrdso@gmail.com
agarwal.dk@gmail.com

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

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

dated 13.03.2014

To,
The Chief Commissioner of Railway Safety,
Commission of Railway Safety,
Ministry of Civil Aviation
16-A, Ashok Marg,
Lucknow-226001 (U.P.)

Sub: Co-ordination Meeting between Railway Board and Commission of Railway Safety.

Ref: This office letter of even No. dated 28.02.2014

It has been inter-alia decided during the meeting between Ministry of Railways and Ministry of Civil Aviation on 25.02.2014 that periodical co-ordination meetings shall be held between Railway Board and Commission of Railway Safety.

Accordingly, the co-ordination meeting between Railway Board and Commission of Railway Safety is scheduled to be held at 1100 hours on 11.04.2014 in Ministry of Railways (Railway Board), Rail Bhawan, New Delhi.

Agenda items pertaining to the Commission of Railway Safety for the meeting are yet to be received in Railway Board.

This is for your kind information and necessary action please.

Sanjiv Garg

(Sanjiv Garg)
Advisor(Safety)

कृपया जारी करें
दी मच्चर्ड
14.3.14

Copy to:

O/C

The Secretary,
Ministry of Civil Aviation,
Government of India,
B-Block, Rajiv Gandhi Bhawan,
Aurobindo Marg, New Delhi-110003.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
No. of Issue.....

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

सं. 2014/CEDO/SR/01 New Delhi, Dated 12.03.2014

The General Manager,
South East Central Railway,
Bilaspur.

विषय : Running of BG 3-Coach High Speed Self Propelled Accident Relief Train (HS SPART) provided with Voith transmission [Transportation Code - SPRT (HS)1], manufactured by ICF Chennai with maximum axle load of DPC 20.32t and that of TC 13.0t at a maximum speed of 75 Kmph on entire sections of S.E.C. Railway.

संदर्भ : S.E.C. Rly's letter no. SECR/HQ/ENGG/BR/32/HS SPART/03, dated 25.09.2013

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG 3-Coach High Speed Self Propelled Accident Relief Train (HS SPART) provided with Voith transmission [Transportation Code - SPRT (HS)1], manufactured by ICF Chennai with maximum axle load of DPC 20.32t and that of TC 13.0t upto a maximum speed of 75 Kmph or sectional speed, whichever is less, on entire sections of S.E.C. Railway, subject to terms and conditions, as given in RDSO's Speed Certificate and S.E.C. Railway's Joint Safety Certificate, Track Certificate & other Certificates, accompanying above referred letter.

(आलोक कुमार) 12.03.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SR/01 New Delhi, Dated 12.03.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.11019/01/2013-14- T.W., dated. 02.01.2014.
2. General Manager, All Indian Railways (except S.E.C. Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Traction, Railway Board, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय Ministry of Railways Railway Board Issued with Enclosure Signature

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

Minutes of the Meeting of the Committee for Setting Up of 'Railway Design Centre at National Institute of Design, Ahmedabad' Held on 10th March, 2014 at Rail Bhawan

1. In terms of note of even no., dated 03.03.2014: meeting of the Committee, comprising of Advisor/F(X), Advisor/Electrical(G), EDCE(G), EDME/Chg., ED/L&A-III and ED/PM, Railway Board for 'Setting up of Railway Design Centre at National Institute of Design, Ahmedabad' was held on 10.03.14 at Rail Bhawan, New Delhi.
2. EDCE(G) explained the developments taken place since the previous meeting of Committee. The views & suggestions received from the Members & RDSO were already incorporated in the draft MoU, as circulated. Further inputs deliberated during meeting have been incorporated in the Draft Document of MoU (enclosed).
3. It was agreed that while finalizing the deliverables & scope of various projects & concepts and while finalizing MoU; ED/Research/RDSO should also be co-opted in the Committee and in further meetings & visit to NID, he should also be associated.
4. It was considered view of the Committee that a 2-days visit to NID/Ahmedabad be planned in April 2014 (either on 3-4 or 23-24) with mutual convenience of NID, so that better appreciation of the potential & excellence of NID for railway purposes, as mentioned in Draft MoU, may be understood and utilization of proposed Railway Design Centre at NID may be planned accordingly.
5. Next meeting of the Committee will be held after the visit & discussion with NID.

(No. 2012/CE-I/T&I/RDC-NID, New Delhi, Dated 10.03.2014)

Enclosure / Draft MoU

10-3-14

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

Copy for information and needful action to :

- PSO/Sr.PPS to CRB, ME, FC, MT, ML & MM in Railway Board for kind information of CRB, ME, FC, MT, ML & MM please.
- The Director, National Institute of Design, Ahmedabad for information.
- General Managers of All Indian Railways and DG/RDSO for information.
- AM/CE, AM/Budget, AM/ME, AM/Electrical, AM(Traffic), AM/Signal and AM/Tele.
- Adv.F(X), Adv.Elect.(G), EDCE(G), EDME/Chg., ED/L&A-3, ED/PM and ED/Research/RDSO.

Memorandum of Understanding

Between

National Institute of Design, Ahmedabad

And

Ministry Of Railways

_____ 2014

This Memorandum of Understanding ("MOU") is entered into on this _____ day of _____ 2014 between Railway Board, owned and operated by the Government of India for overviewing the Railway Transport Systems across the country, through the Ministry of Railways and having its registered office at New Delhi (hereinafter referred to as "RB") on the First Part.

AND

The National Institute of Design (NID), an autonomous Institute, established in 1961 under the aegis of the Department of Industrial Policy & Promotion, Ministry of Commerce & Industry, Government of India for providing world class design education, training and applied research on the Second Part.

NID is an autonomous National Institution for design education at undergraduate and postgraduate levels, advanced training, design research and integrated design services. NID has since gained international recognition as one of the foremost institutions in the field of design and as a catalyst for design intervention and application in Indian industry at all levels. NID is a multi-campus Institute, having its main campus in Ahmedabad, PG Campus in Gandhinagar and R&D Campus at Bangalore.

The Institute is recognized as a Scientific and Industrial Research Organisation by the Department of Science & Technology, Government of India. It also undertakes outreach, consultancy and industry programmes & projects.

RB and NID are hereinafter individually referred to as "Party" or collectively as "Parties," as per the context.

WHEREAS, the Party on the First Part is engaged in management of the affairs of transportation of Passenger and Freight, by Indian Railways.

WHEREAS, the Party on the Second Part is engaged in education at both undergraduate and postgraduate levels under its five faculties covering 18 specific design disciplines. NID also engages in research, consultancy and outreach activities.

WHEREAS, the Parties wish to explore the possibilities of collaboration in all aspects of design that may be relevant to Indian Railways and NID.

The Context of MOU

This MOU aims at collaboration between RB and NID in all fields of design relevant to rail transport and allied activities, with a view to design, research & develop, innovate design ideas and reinforce the best design practices in transportation design for the Indian Railways with participation of young designers, design service providers, design researchers and design professionals & practitioners under RB-NID Design Innovation Centre umbrella for the benefit of stakeholders at large of the Indian Railway utility services across the country.

Now therefore, it is hereby agreed between the parties as follows :

Part A :

1. NID shall set up a Railway Design Centre on its campus, which shall be dedicated to addressing design related issues and challenges of Indian Railways.

2. Ministry of Railways shall release an endowment fund of Rs. 10 crore (Rupees Ten Crore only) towards setting up and running the Railway Design Centre. The same shall be deposited by NID as a corpus in a nationalized bank.

3. The interest accrued from the corpus shall be utilized for the activities of the Centre, which inter alia, include expenses of setting up of the Centre, salaries, remuneration, travel and other facilities of the RDC staff, establishment & related miscellaneous expenses, expenses on materials & services procured for the working of the Centre, fees & expenses of professionals/experts hired for specific activities of the Centre, Design Research & Innovation Chair/Fellowship holders, stipend & expenses related to Student Class Room and Student Diploma Projects. In respect of all these expenses, necessary procedures/processes as per norms, systems and practices prevalent at NID from time to time shall be followed, in consultation with RB.

4. This MoU is executed between the parties for pursuing and furthering collaborative design activities, which may include :

   - Identification and conceptualization of design opportunities where co-operation is feasible. The possible areas of Railway Functioning for collaboration may be –

     (a) Station Architecture including –

     (i) Colour scheme of the station building, platform shelter, FOBs, adjoining fencing etc.
     (ii) Station Name Boards
     (iii) Signage and Display Boards
     (iv) Efficient Coach Watering System for speedy filling of coach tanks and to avoid wastage of water
     (v) Ergonomic Seating Design on the platform and waiting hall
     (vi) Toilets on the platform, stations and in waiting hall
     (vii) "May I Help You" Kiosk
     (viii) Vending Kiosks (static and mobile) on the platform
     (ix) Ticketing Kiosks
     (x) Circulating Area design including Entry / Exit of stations and parking
     (xi) Ramps for Physically Challenged passengers
     (xii) Planning for location of Escalator
     (xiii) Rain Water Harvesting System for stations (of different types and sizes)
     (xiv) Methods/Measures to De-clutter the station premises
     (xv) Roof of station buildings which does not become night shelter for pigeons, affecting cleanliness
     (xvi) Recycling of Water in stations

(xvii) Water Supply, Drinking Water Booths at platforms
(xviii) Waste Management System and Cleaning of stations
(xix) Mobile & Laptop Charging Points at stations
(xx) Platform Coverings
(xxi) Fire Detection/Prevention
(xxii) Foot Over Bridge

(b) Coaches including -
(i) Coach Layouts
(ii) Exterior Colour Scheme of Coaches
(iii) Interior Colour Scheme
(iv) Interior Paneling of Coaches
(v) Seat and Berth Design, particularly the side lower seat (without any ladder for climbing the upper berth)
(vi) Toilet Fittings & their layout
(vii) Luggage Storage in coaches
(viii) Service Counters, Storage & Handling of food, Mini Pantry inside coaches
(ix) Development of Fire Worthy Coaches
(x) Development of Disabled Friendly Layouts of Coaches
(xi) Development of Layouts of Pantry Cars
(xii) Interior Design of Mini Pantry
(xiii) Improvement in Interior of EMUs/MEMUs
(xiv) Grab Handle Design
(xv) Suitable Design of Foot Step for EMU.

(c) Lighting & Air-Conditioning issues -
(i) Lighting Arrangement
(ii) Reading Light
(iii) Electrical Panel Layout review
(iv) Infotainment System
(v) Individual Temperature Control in each cabin
(vi) Touch Screen Control in Electrical Panel
(vii) Interior design of AC Ducting

(d) Online Services

(e) Freight Service System etc.

(f) Miscellaneous Items - Design of light weight Inspection Trolley

(g) Capacity Building - By virtue of its position of eminence, the NID would lead IR towards enhanced vision and learning for Design Studies and Aesthetics especially relevant for Railways and publish in annual journal, bringing out the best practices, innovations & improvisations to benefit the passengers & rail users and other rail travel related areas.

(h) Outreach Issue - By virtue of RDSO being part of RDCMC, an offsite facility of NID within RDSO campus will, subsequently, be made operative for greater collaboration and co-operative effort. Some of the design ideas relating to station architecture, coach interiors, platforms and circulating areas can be physically demonstrated/ exhibited at Manaknagar station for greater outreach and visibility.

(i) Environmental Concerns and Thrust Areas - Ministry of Railways is concerned about its ecological and environmental footprint as lot of its activities can contribute towards protecting the environment or limiting the damage caused by train operations. The NID may, therefore, specially suggest such concepts and design ideas which have a direct positive benefit for environment issues including earning carbon credits, related to rail travel and train movements or reducing fossil fuel consumption, waste management etc.

- Converting the above into projects that can be undertaken in various modes :
  - ✓ Student projects under NID's multidisciplinary academic structure
  - ✓ research projects led by faculty
- Prototyping of concepts wherever possible

5. The tasks mentioned above may not be exhaustive and may be extended by mutual agreement of the parties. Such agreements shall form part of this MOU.

6. An **RDC Monitoring Committee** (**RDCMC**) will be set up to identify proposed areas of design intervention and application for the Railways, frame guidelines for the operation & management of the RDC including approval & annual allocation of funds for taking up various design research, development and design consultancy activities.

   The RDC Monitoring Committee shall be co-headed by the Director/NID and EDCE(G)/RB alongwith two senior officers (ED/Research and ED/Finance from Research Designs & Standards Organisation (RDSO)/Lucknow), nominated by the Railway Board and two senior faculty members from NID/Ahmedabad, nominated by Director/NID. Projects to be taken up by the Railway Design Centre will be coordinated by the concerned Executive Director of RDSO/Lucknow on behalf of Ministry of Railways, as and when required.

   The RDCMC shall identify at least four collaborative design exercises in terms of RB's organization priorities, out of which at least two design prototypes may emerge each year from the RDC. These design prototypes shall be presented through a presentation for approval and concept implementation.

   The RDCMC shall meet once in six months or more often, if required to review the performance of the Centre, progress of the projects in line with aims & objectives set out in this MOU.

7. Annual Plans of the RDC shall be limited to the budget outlay of the interest earned during that financial year. In case of unspent balance at the end of the financial year, the same shall be ploughed back to the corpus.

Part B :

8. For operational purposes, this MoU, finalised by the Committee, specifically set up by Railway Board vide its order no. ERB-I/2012/23/46, New Delhi, dated 29.10.2012, shall act as a single window of clearance for NID to liaise through RDC Monitoring Committee (RDCMC) and with all other relevant departments / sections / organizations of Indian Railways, without having to enter into a separate agreement with each entity.

9. Specific projects identified by both parties may need advanced professional services to translate the idea or concept into a working prototype that may have potential for mass production or commercialization. In such instances, these projects shall be routed through RDCMC, for which a separate project agreement including budget, timeline and deliverables shall be framed jointly by NID Faculty and Project Coordinator at RDSO/Lucknow.

   The approved prototype can then be routed through the NID's Design Consultancy Services for a separate project agreement for a working commercial prototype as envisaged in the MOU.

10. This MOU is not intended to create legal obligations between the Parties and the binding contractual obligations will arise only upon execution of a definitive agreement addressing the subject matter of this MOU, which the parties intend to pursue in good faith.

11. Any and all notices hereunder shall be served by any Party to the other (i) by registered mail, return receipt requested to the addressed herein below stated, or (ii) by Fax to the numbers herein below stated followed by a hard copy by way of mail or courier, or (iii) by electronic mail followed by a hard copy by way of mail or courier to the addresses herein below stated :

For National Institute of Design -
Paldi
Ahmedabad - 380 007
Attention : Activity Chairperson,
Research & Publications
Phone : +91 79 2662 3692 (Extn. 1076)
Fax : +91 79 2662 1167
Email : research@nid.edu

For Railway Board -

_____

_____

Phone : +91 _____
Fax : +91 _____
Email : _____

12. **General**

12.1 In respect of the interest earned out of the endowment fund/corpus and expenditure made for various activities of the RDC, the NID shall submit utilization certificates every year. In respect of interest earned and expenditure met out of the same, the NID shall keep separate ledger accounts and the same alongwith supporting documents shall be sent to Ministry of Railways, periodically as so desired and the same shall be open to audit by the nominated officials.

12.2 In the event of unspent corpus fund with unspent interest, if any, lying with the Centre after expiry of the MoU, the same shall be refunded to Ministry of Railways.

12.3 Intellect Property Right (IPR) : Since IR is providing the corpus for the RDC and the targeted beneficiaries are rail users and rail travel related infrastructure amenities; for any design concept, new product or process design produced as a result of this initiative; the Indian Railways shall hold exclusive rights for IPR in respect of all outcomes under this MoU. NID may, however, use the learning outcome for teaching/academic purposes only and not for any commercial use.

12.4 Arrangements under this MoU are intended to be in force for a period of 10 years from the date of release of endowment fund of Rs. 10 crore, mentioned above and for such further period, as may be mutually agreed between RB and NID. However, both RB and NID may mutually agree to discontinue the arrangements under this MoU with six months intimation to each other. In such an event, all arrangements made under this MoU shall stand discontinued from the end of financial year following such a decision.

12.5 This MOU is not intended to constitute, create, give effect to or otherwise contemplate a joint venture, partnership or formal business entity of any kind and the rights and obligations of the parties shall not be construed as providing for sharing of profits or losses arising out of the efforts of either of the Parties, except as may be provided for in any future contract.

12.6 No party to this MOU is entitled to sell, assign or otherwise transfer any of its rights and/or obligations arising from or in relation to this MOU to any third party except for its own use (i.e. only for academics by NID and for its own use under Ministry of Railways by RB), without the prior written agreement of the other Party to this MOU.

12.7 Each Party shall be solely responsible for its own actions, failures to act and for its own commitments and undertakings. None of the Parties shall present itself as the representative or agent of the other Party nor shall it have the power or the authority to commit the other Party, unless it receives the other Party's prior written consent.

12.9 This Document contains the entire agreement between the Parties and supersedes any previous understanding, commitment or agreement, oral or

written with respect to the subject matter thereof. No alteration or amendme... to this MOU shall be effective unless in writing and signed by the Parties.

IN WITNESS WHEREOF, the authorised representatives of the parties have hereunto set their hands upon the date first above written.

For and on behalf of :
National Institute of Design

Signature : _____
Name :
Designation : Director, NID
Date :

Witness :

Signature : _____
Name : _____
Title : _____
Date :

For and behalf of :
Railway Board

Witness :

Signature : _____
Name :
Designation :
Date :

Signature : _____
Name : _____
Title : _____
Date :

Gmail by Google

R. K. Vashisth <errkvtaedceg@gmail.com>

Minutes of the meeting-NID-10.03.2014-at Rail Bhawan

2 messages

R. K. VASHISTH <errkvtaedceg@gmail.com> Tue, Mar 11, 2014 at 4:37 PM
To: edresrdso@gmail.com, agarwal.dk@gmail.com, directoroffice@nid.edu, delhi@nid.edu, Alok Kumar <alokalokindia@gmail.com>, alokalokindia@rediffmail.com, "R. K. Vashisth" <errkvtaedceg@gmail.com>

Please find attached herewith:-
"Minutes of the meeting - NID- held on 10.03.2014 at Rail Bhawan-New Delhi"

TA/EDCE(G)
Rail Bhawan, New Delhi
11.03.14

Minutes of Meeting -NID-10.03.14-Rail Bhawan.pdf
388K

Mail Delivery Subsystem <mailer-daemon@googlemail.com> Tue, Mar 11, 2014 at 4:37 PM
To: errkvtaedceg@gmail.com

Delivery to the following recipient failed permanently:

directoroffice@nid.edu

Technical details of permanent failure:
Google tried to deliver your message, but it was rejected by the server for the recipient domain nid.edu by aspmx.l.google.com. [2607:f8b0:400d:c04::1a].

The error that the other server returned was:
550-5.1.1 The email account that you tried to reach does not exist. Please try
550-5.1.1 double-checking the recipient's email address for typos or
550-5.1.1 unnecessary spaces. Learn more at
550 5.1.1 http://support.google.com/mail/bin/answer.py?answer=6596 f7si1398070qge.98 - gsmtp

---- Original message ----

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed;
d=gmail.com; s=20120113;
h=mime-version:date:message-id:subject:from:to:content-type;
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Received: by 10.96.96.164 with HTTP; Tue, 11 Mar 2014 04:07:29 -0700 (PDT)
Date: Tue, 11 Mar 2014 16:37:29 +0530
Message-ID: <CAEZaYq8smynP1fXLKED1isM0wfFrFv+yGmNByE3VCrMKZpG-sg@mail.gmail.com>
Subject: Minutes of the meeting-NID-10.03.2014-at Rail Bhawan
From: "R. K. VASHISTH" <errkvtaedceg@gmail.com>
To: edresrdso@gmail.com, agarwal.dk@gmail.com, directoroffice@nid.edu, delhi@nid.edu, Alok Kumar <alokalokindia@gmail.com>, alokalokindia@rediffmail.com, "R. K. Vashisth" <errkvtaedceg@gmail.com>
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they will send mail to Dr. Kakkar
Dr Jignesh.

Dr. Jignesh. (ASI)
: 09913136041 :-

Kharkharj@nid.edu;

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.

04/03/14
(आलोक कुमार)
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 Fax to

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

No. 2013/CE-I/GNS/29 New Delhi, Dated 4th March 2014

The Principal Chief Engineers,
All Indian Railways.

Sub : Working of Tack Maintenance Categories on Zonal Railways.

In terms of recent developments in the cadre of track maintenance categories, the scenario w.r.t. field personnel has undergone a major change. Based on recommendations of the Joint Committee, while few letters have already been issued by Board in connection with various allowances to Trackman categories; their Career Progression has also been approved by Hon'ble MR. The summarised status is as under -

- Existing Trackmen have been given career progression in the form of three categories of Track Maintainers Grades - IV, III & II in Grade Pay of Rs. 1800, 1900 and 2400 instead of existing GP of Rs. 1800.
- Existing Keyman and Gangmate have been redesignated as Track Maintainer Grade-I in GP of Rs. 2800 instead of existing GP of Rs. 1800 & 1900.
- Existing category of Sr. PWS has been merged with the category of JE/P.Way.

With these orders, the following Categories in the sequence of hierarchy will now be existing in field on P.Way maintenance side -

(i) SSE/P.Way; (ii) JE/P.Way; (iii) Track Maintainer Gd.-I (exiting Mate & Keyman); (iv), (v) & (vi) Track Maintainers Gd.-II, III & IV (exiting Trackman)

With the above mentioned Cadre Structure available now in field and elements of modernization, mechanization and outsourcing of some activities already in-built; it would be desirable to re-define the duties for all categories, maintenance practices and additional supervision required in field.

Please find enclosed herewith one Paper and its Presentation on the subject, made during recent IPWE Seminar at Jaipur, in which the current scenario, thoughts for supervision and execution of track maintenance activities with proposed model have been discussed. It is requested that these documents may be gone through and the subject matter be discussed in detail on your Railway.

A proper working model, using the present revised cadre structure from Track Maintainer Grade-IV to SSE/P.Way in respect of existing sectioned strength on your Railway may accordingly be advised to Board for crystalising the thoughts and issuing of finally approved model & duty list for implementation on Indian Railways.

रेल मंत्रालय Ministry of Railways ... Signature ... Date of Issue

Enclosure / As above

O/C

04/03/14

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

Please Issue Fair Letter
04-03-14

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

No. 2013/CE-I/GNS/29 New Delhi, Dated 4th March 2014

The Principal Chief Engineers,
All Indian Railways.

Sub : Working of Tack Maintenance Categories on Zonal Railways.

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Enclosure / As above

04/03/14

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

Thoughts For Better '*Dasha*' And '*Disha*' Of Track Maintenance Cadre On Indian Railways

Author

Alok Kumar, *Executive Director/Civil Engineering (General), Railway Board*

Synopsis

Indian Railways have entered the era of running of heavier axle load trains and have also planned to construct high speed corridors. Track maintenance for safe train operation has always been through the dedicated P.Way teams on Indian Railways; but these categories right from Trackmen to SSE/P.Way, have not been given due importance w.r.t. career progression, allowances and modernisation on IR.

While Trackmen, now re-designated as Track Maintainer, perform the important duties on track in connection with safe train operation; but their pay structure is still at the lowest level on Indian Railways, but the fact remains that their counterparts like ESMs who also operate on track, are better structured cadre-wise. Through this paper, efforts have been made for apprising the steps taken by Ministry of Railways with regard to career progression, allowances and facilities planned of Trackman categories. Further, 'Standing Instructions' issued w.r.t. creation of posts and outsourcing of track maintenance activities alongwith USSOR for P.Way items might be helpful tools to field organisations.

Secondly, the field staff at Supervisory level also are too much loaded w.r.t. their assignments regarding mandatory inspections, planning, maintenance, compliance, supervision, response to emergencies, attending inquiries and similar multifarious activities through the single unit of SSE/P.Way. It is the right time to think over laterally and devise a mechanism for re-organizing the work assignments of our P.Way team, so that their inhuman working environment and responsibilities thereto for safe train operation may be duly addressed.

A model cadre structure for the complete team, right from Trackman to SSE/P.Way has also been visualized, so that through intelligent thought process at all levels, Indian Railways may come out with better cadre structure, duties and responsibilities at various levels and thus, organization is benefitted with better productivity & job satisfaction with care to each other and with the prime objective of safe train operation on IR system.



1.0 INTRODUCTION

1.1 Since ages, Indian Railways have been following practices for track maintenance through the P.Way Gangs comprising of Gangmen, Keyman & Gangmate and then supervised by P.Way Mistry, PWI (Permanent Way Inspector) & AEN (Assistant Engineer). With the changing times and incorporation of various concepts in maintenance alongwith re-designation of various posts, the categories became known as Trackman, Keyman, Gangmate, Sr.P.Way Supervisor, Jr. Engineer/P.Way and Sr. Section Engineer/ P.Way under the control of respective Assistant Divisional Engineer (ADEN).

1.2 Simultaneously, the track structure also saw a sea-change since the earlier days of wooden/CST-9/ST sleepers, fish plated tracks, 90R rails, normal formation to presently much advanced PSC sleepers (even at turnouts) with improved fittings, 52kg/60kg rails, continuous welded rails, improved formation, 300mm ballast cushion etc. These improvements with mandatory mechanised track maintenance alongwith mechanized track renewals and linking new tracks by modern means as well, have necessitated additional responsibility on different cadres with better educational qualifications and better career prospects.

1.3 Various Pay Commissions during last 30 years have also played their roles in merging of various categories / cadres which have on one side helped with better designations and career prospects; but on the other side they have created issues of various levels of supervision and work execution in the areas of track maintenance.

2.0 BACKGROUND

2.1 The earlier track maintenance cadre and structure was as under :

Supervision By : Chief-PWI, PWI-Gd.I, PWI-Gd.II, PWI-Gd.III and P.Way Mistry

Maintenance Gang comprising of : Gangmate, Keyman, Head Gangman, Sr.Gangman and Gangman

2.2 Subsequently, the designation of Gangman was changed to Trackman (Head Trackman, Sr.Trackman & Trackman) and P.Way Mistry became Sr.P.Way Supervisor. Similarly, PWIs were re-designated as Sr.Section Engineer/P.Way, Section Engineer/P.Way, Junior Engineer-I/P.Way and Junior Engineer-II/P.Way. Such a cadre structure reflected career progression as well as different responsibility & varying supervision at various levels.

2.3 As per AVC for Trackman categories in the pre-6th CPC scenario, their pay scales were as under :

(i)	Trackman	-	Rs. 2610-3540	(18% of all Trackmen)
(ii)	Sr. Trackman	-	Rs. 2650-4000	(40% of all Trackmen)
(iii)	Head Trackman	-	Rs. 2750-4400	(42% of all Trackmen)
(iv)	Keyman	-	Rs. 2750-4400	
(v)	Gangmate	-	Rs. 3050-4590	

2.4 However, after 6th CPC, Grade Pay for various categories in Pay Scale of Rs. 9300 – 34800 became as under :

SL	Category	Grade Pay (Rs.)
1.	Gangmate	1900
2.	Keymen	1800
3.	Trackman	1800

2.5 From the above, it is clear that an individual who joins as Trackman would, in all probabilities, retire as Trackman or Keyman after about 35 to 40 years of railway service and that too, in its initial Grade Pay of Rs. 1800 only.

2.6 Moreover, Grade Pay of Keyman was also Rs. 1800 and, therefore, lot of resistance / reluctance is found in promotion, posting & working of Keyman.

2.7 Some important information worth appreciation are as under :

- Sanctioned Strength of Trackmen Categories - 2,68,736
- Requirement as per Railway Board's MCNTM Formula - 2,98,581
- Actual on Roll - 2,18,692
- Shortage w.r.t. Requirement - 79,889 (27%)
- Shortage w.r.t. Sanctioned Strength - 50,044 (19%)
- General Age Profile of available Trackmen on IR :
  - Age less than 45 years - 25%
  - Age between 45 & 50 years - 18%
  - Age between 50 & 55 years - 35%
  - Age between 55 & 60 years - 22%

3. RECENT DEVELOPMENTS

3.1 On the instructions of Hon'ble Minister for Railways, a Joint Committee of five Executive Directors {EDCE(G), EDE(N), EDF(E), EDPC-I & EDPC-II} in Railway Board and General Secretaries of both the Federations (NFIR & AIRF) was constituted. The Committee considered the duties performed by Trackmen as truly skilled assignments and accordingly, recommended unanimously the modified cadre structure for Trackmen categories, i.e. for staff in categories of Trackman, Gangmate and Keyman as Track Maintainers in Grades IV, III, II & I with Grade Pay of Rs. 1800, 1900, 2400 & 2800 respectively.

3.2 The salient features of the approved report are as under :

(i) Career progression - In place of existing Grade Pay of Rs. 1800 & 1900, the revised structure has been made with Grade Pay of Rs. 1800, 1900, 2400 & 2800 with re-designation as Track Maintainer Grades IV, III, II & I.

(ii) Allowances etc. - Following recommendations have been accepted for the allowances and other related benefits to the Trackmen categories :

(a) Washing Allowance for uniform
(b) Re-imbursement of cost of shoes as Rs. 900 per annum
(c) Special allowance of Rs. 375 per month to each Track Maintainer deployed for manning of any of the Engineering level crossing
(d) CUG phone to each Track Maintainer Gr.I and also to each patrolling team
(e) Improved working tools, ergonomically designed with light weight
(f) Protective helmets with miner's light, as T&P item for night patrolling
(g) Mechanization and automation of functioning in track activities
(h) Quality of uniform to be ensured, alongwith its timely supply
(i) Cleaning of track in suburban areas for gang working on track
(j) Development of warning system/hooter system for avoidance of unfortunate cases on track
(k) Night patrolling by the team of two persons

(I) Family accommodation at suitable stations for education and health of children of the family; rent-free barracks/duty huts and payment of House Rent Allowance in lieu of family quarter.

3.3 Reorganisation of Trackman Categories - Afterwards, with the approval of Hon'ble MR, the re-structured Trackman categories emerged as under {Railway Board issued letters no. PC-VI/297/ 2010/CE-I (Spl)/GNS/15(Pt.), dated 17.08.12 and no. E(NG)I-2012/PMS/1, dated 13.08.13} :

Old Category	Grade Pay	New Category	Grade Pay	Promotion
Trackman	Rs. 1800	Track Maintainer Gr.IV	Rs. 1800	Recruitment
		Track Maintainer Gr.III	Rs. 1900	Seniority
		Track Maintainer Gr.II	Rs. 2400	Seniority
Keyman	Rs. 1800	Track Maintainer Gr.I	Rs. 2800	Selection By Test
Gangmate	Rs. 1900	Track Maintainer Gr.I	Rs. 2800	

3.4 In this way, skilled staff structure has been conceptualized for Trackman categories with a view for better career progression. Such a scenario could be possible because of emphasis laid during deliberations that Trackmen have to function more scientifically and higher skill is required in track maintenance activities. Accordingly, higher Grade Pay was recommended by the Committee and accepted by Hon'ble MR. It is, therefore, all the more necessary that duties of the Track Maintainers Gd.IV to Gd.I are meticulously reformulated, decided and implemented in the field.

3.5 While the present category of Trackman (which includes four categories of Trackman, Gateman, Trolleyman & P.Way Watchmen) has been structured as Track Maintainer Gd.IV, Gr.III & Gr.II for the career progression; existing categories of Keyman and Gangmate (who work for each other once a week and also Keyman supervises Gang's work in absence of Gangmate) were structured as Track Maintainer Gd.I.

3.6 At present, the strength of Keyman and Gangmate are about 6.5% and 3.5% of the total sanctioned strength in Trackman categories and, therefore, putting these two categories in the restructured cadre of Track Maintainer Gr.I will necessarily require the proportion equal to 10% (6.5% + 3.5%) for proper implementation and working in the field. Any other percentage, adhocly proposed as 6% or 3% will not serve the basic purpose and will have lot of resentment in proper railway functioning for track maintenance in the field. Therefore, percentage for Track Maintainer Gd.I needs approval for 10% only and not any other percentage, i.e. 3% or 6%.

3.7 From the details in Para 2.3 above, it is clear that total strength of Trackman was earlier distributed in three pay scales and the distribution to the lowest grade was only 18%, while in the next two grades the distribution was @ 40% and 42% respectively. In this way, the Trackman categories had reasonable career progression through three pay scales and then, subsequently promotion as Keyman, Gangmate, Sr.PWS etc. Therefore, any recommended higher proportion of 50% or so in the lowest grade of T.M. Gd.IV, will not be justified and it should be towards even lower percentage for the lowest grade, i.e. for Track Maintainer Grade-IV.

3.8 Trackman vis-a-vis other Categories -

3.8.1 As an illustration & comparison, it may be well appreciated with the fact that the existing percentage distribution for artisan categories on IR (even for Electrical Signal Maintainers (ESM) whose working on open line is quite similar to Track Maintainers) are 20%, 30%, 30% & 20% respectively in Grade Pay of

Rs. 1900, 2400, 2800 & 4200 as ESMs - Grades III, II, I & MCM; i.e. only 20% in the lowest grade.

3.8.2 Further, as far as promotion part is concerned, even the Accounts Clerk who join in Grade Pay of Rs. 1900, on promotion to next level, are posted as Accounts Assistants in Grade Pay of Rs. 2800/4200. Therefore, some department's mentioning that Track Maintainer will get promoted from GP of Rs. 1800/1900 to GP of Rs. 2800 is not anything abnormal. In any case, earlier also, Gangmate in GP of Rs. 1900 was getting promoted after selection to Sr.PWS in GP of Rs. 4200.

3.8.3 The above requirement also gets well settled with following observation :

"An employee joining as Trackman in GP of Rs. 1800 at an age of about 20 years will normally serve the Railways for about 40 years, as per existing rules and he will be entitled for three MACPs after 10, 20 & 30 years of his service. If the vacancies are filled on a regular basis or otherwise also, the strength of Trackman categories in lowest GP of Rs. 1800 will ideally be ¼th of the total sanctioned strength, i.e. at any time not more than 25% of the Trackman strength is in lowest grade (T.M. Gd.IV).

Therefore, while designing a new cadre structure for Track Maintainers, the MACP element should not be per force given, while it can always be structured in a better way with proportion of not more than 25% in the lowest category of Track Maintainer Gd.IV. Hence, putting 50% in Track Maintainer Grade-IV, is also not correct and it should rightly be brought down to 25% or so."

3.9 Moreover, Trackmen are already getting higher GP of Rs. 1900 & Rs. 2000 due to MACP provisions. Therefore, the modified cadre structure as Track Maintainers Gd. IV, III, II & I to the existing track maintenance staff will also not add much to Railway expenses; which is quite justified and reasonable cost for a very big cadre strength of about 2.5 lakh Railwaymen and that too, when Hon'ble MR decided to give justified career progression to these important and least cared categories of Trackmen, in which very few newcomers are willing to work under arduous conditions.

3.10 Thus, ideally it would be more justified to have the proportion of Track Maintainers in the revised cadre structure of Track Maintainer Gd. IV, III, II & I in the proportion of 25%, 45%, 20% & 10%. It will satisfy both the needs, i.e. first of putting Mate & Keymen strength in Grade I, i.e. by 10% of the total sanctioned strength and secondly, of putting Track Maintainer in the initial grade (Grade-IV) at 25%, because presently also, not more than this percentage is working in Grade Pay of Rs. 1800, due to provisions of MACP.

Issues of Sr.PWS And JE/P.Way :

3.11 Also, the cadre of Sr.PWS has now been merged (Railway Board's letter no. PC-III/2012/FE-II/2, dated 03.07.2013) with that of JE/P.Way, as was already done way back, in all other departments except for Engg.(P.Way); although the Grade Pay of both these supervisory categories, i.e. Sr.PWS and JE(P.Way) was same of Rs. 4200 and such a scenario was also one hindrance to the career progression of P.Way staff.

3.12 Gangmates who were or rather, are still working in Grade Pay of Rs. 1900, are presently getting promoted to the next stage, i.e. to Sr.PWS category (Grade Pay of Rs. 4200) after prescribed selection process. Therefore, with this merger of Sr.PWS with JE/P.Way, instead of getting promoted to Sr.PWS, these eligible staff (Gangmate or now designated as Track Maintainer Grade-I in GP of Rs. 2800) will get promoted to JE/P.Way category (Grade Pay of Rs. 4200) through selection process and there is absolutely no issue involved.

4. SANCTIONING OF MANPOWER AND OUTSOURCING OF TRACK MAINTENANCE ACTIVITIES

4.1 In terms of Railway Board's letter no. 97E/MPP/1/9, dated 13.10.97, issued with the approval of Board (FC, MS & ME) for 'Special Committee Formula', it was advised as under :

- Immediate action to be taken to post required no. of Gangmen in each Gang as per "Special Committee Formula" (SCF).
- Any shortage to BOS should be reflected in the Decasualised Gang Strength, which should be filled up immediately.
- Duties of Gangman as per Annexure-A
- Various other works as per Annexure-B, which are to be carried out by Decasualised Gangmen and in case of shortfall in working strength of Decasualised Gangmen, works to be let out on contract to avoid accumulation of arrears in track maintenance activities.

Annexure 'A'

List Of Items Of Works To Be Executed By Permanent Way Gangs

(1)	Shallow screening	-	('R' of MCNTM)
(2)	Systematic through packing	-	('R' of MCNTM)
(3)	Picking of slacks	-	('R' of MCNTM)
(4)	Lubrication of rail joints	-	('R' of MCNTM)
(5)	Minor attention to cess	-	('R' of MCNTM)
(6)	Cleaning of catch water drains, side drains & waterways	-	('R' of MCNTM)
(7)	Casual renewal of rail sleepers	-	('R' of MCNTM)
(8)	Adjustment of minor creep	-	('R' of MCNTM)
(9)	Opening, examining & over-hauling of Level Crossing	-	('R' of MCNTM)
(10)	Special attention to point & crossing	-	('R' of MCNTM)
(11)	Miscellaneous petty items including renewal of bridge timbers, cleaning weeds from tracks, cleaning station yard etc.	-	('R' of MCNTM)

Annexure 'B'

List Of Items Of Works To Be Executed By Casual Labour/Contract

(1)	Loading & unloading of materials	-	Not covered in MCNTM
(2)	Carrying out of materials other than for causal renewal of rails and sleepers	-	Not covered in MCNTM
(3)	Monsoon patrolling	-	('M' of MCNTM)
(4)	Security & Special patrolling	-	('M' of MCNTM)
(5)	Repairs to bridges	-	('S' of MCNTM)
(6)	Cleaning of Goods sheds & platform surfaces	-	Not covered in MCNTM
(7)	Stock Verification	-	Not covered in MCNTM
(8)	Painting of rails in station yards	-	('R' of MCNTM)
(9)	Deep screening of ballasts	-	Not covered in MCNTM
(10)	Re-surfacing of points & Crossings	-	('R' of MCNTM)
(11)	Watching of materials	-	('M' of MCNTM)
(12)	Painting of bridges	-	Not covered in MCNTM
(13)	Heavy repairs to tracks including lifting	-	Not covered in MCNTM
(14)	Complete renewal of point & crossings	-	Not covered in MCNTM
(15)	Complete re-alignment of curves	-	Not covered in MCNTM

4.2 Further, in terms of Railway Board's letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006, approval of Board (FC, MS & ME) was accorded to 'MCNTM' (Manpower & Cost Norms For Track Maintenance) Report and it was advised as under :

Various Activities In Track Maintenance

4.2.1. Activity 'T' - Affected By Traffic Density :

(A) Machine Packed Track (Non-Suburban) :

T.1	Slack Attention To	-	Corresponds to Item A-3 of SCF
T.2	For Tie Tamper Working	-	Corresponds to Item A-2 of SCF
T.3	Casual Renewal Of	-	Corresponds to Item A-7 of SCF
T.4	Repair Welding	-	Does not correspond to SCF

(B) Manually Packed Track (Non-Suburban) :

T.1	Through Packing	-	Corresponds to Item A-2 of SCF
T.2	Slack Attention To	-	Corresponds to Item A-3 of SCF
T.3	Casual Renewal Of	-	Corresponds to Item A-7 of SCF
T.4	Creep Pulling	-	Corresponds to Item A-8 of SCF

(C) Machine Packed Track (HD sub-urban) :

T.1	Slack Attention To	-	Corresponds to Item A-3 of SCF
T.2	For Tie Tamper Working	-	Corresponds to Item A-2 of SCF
T.3	Casual Renewal Of	-	Corresponds to Item A-7 of SCF
T.4	Repair Welding	-	Does not correspond to SCF

4.2.2 Activity 'R' – Un-Affected By Traffic Density :

(A) Machine Packed Track (Non-Suburban) :

R.1	Lubrication of ERCs	-	Does not correspond to SCF
R.2	Shallow Screening (1/5 length)	-	Corresponds to Item A-1 of SCF
R.3	Loading, leading, unloading	-	Corresponds to Item B-1 of SCF
R.4	Overhauling of level crossing	-	Corresponds to Item A-9 of SCF
R.5	Watching caution spots & Miscellaneous	-	Does not correspond to SCF
R.6	Tree cutting for visibility	-	Does not correspond to SCF
R.7	Lubrication of rails in curves	-	Does not correspond to SCF
R.8	Accident relief & carcass removal	-	Does not correspond to SCF
R.9	Bridge sleeper attention & renewal	-	Corresponds to Item B-5 of SCF

R.10 Pre-monsoon attention, such as clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolley refuges : Corresponds to Item A-5 of SCF

R.11 Creep pulling (approaches of bridge, turnout) - Corresponds to Item A-8 of SCF

R.12 Rectifying damage to Level Crossings - Does not correspond to SCF

(B) Manually Packed Track (Non-Suburban) :

R.1	Lubrication of rail joints	-	Does not correspond to SCF
R.2	Shallow screening (1/5 length)	-	Corresponds to Item A-1 of SCF
R.3	Loading, leading, unloading	-	Corresponds to Item B-1 of SCF
R.4	Overhauling of level crossings	-	Corresponds to Item A-9 of SCF
R.5	Watching caution spots & miscellaneous	-	Does not correspond to SCF
R.6	Tree cutting for visibility	-	Does not correspond to SCF

R.7 Lubrication of rails in curves - Does not correspond to SCF
R.8 Accident relief and carcass removal - Does not correspond to SCF
R.9 Bridge sleeper attention & renewal - Corresponds to Item B-5 of SCF
R.10 Pre-monsoon attention, such as clearing of drains and waterways, cess repairs, de-weeding of track and attention to cuttings and trolley refuges : Corresponds to Item A-5 of SCF
R.11 Rectifying damage to LC posts and gates - Does not correspond to SCF

(C) Machine Packed Track (HD sub-urban) :

R.1 Through packing - Corresponds to Item A-2 of SCF
R.2 Shallow screening (1/5 length) - Corresponds to Item A-1 of SCF
R.3 Loading, leading & unloading - Corresponds to Item B-1 of SCF
R.4 Lubrication of ERCs (Joints) - Does not correspond to SCF
R.5 Overhauling of level crossings - Corresponds to Item A-9 of SCF
R.6 Watching caution spots & look-out men - Does not correspond to SCF
R.7 Tree cutting - Does not correspond to SCF
R.8 Lubrication of rails in curves - Does not correspond to SCF
R.9 Bridge sleeper attention & renewal - Does not correspond to SCF
R.10 Accident relief and carcass removal - Does not correspond to SCF
R.11 Pre-monsoon attention - Corresponds to Item A-5 of SCF
R.12 Creep pulling - Corresponds to Item A-8 of SCF
R.13 Rectifying damage to LCs - Does not correspond to SCF
R.14 Painting of weld collars - Does not correspond to SCF
R.15 Emergency attention - Does not correspond to SCF
R.16 Extra assistance to Keymen & Black Smith - Does not correspond to SCF
R.17 Extra work in night blocks - Does not correspond to SCF
R.18 Extra assistance for S&T items - Does not correspond to SCF

4.2.3 Activity 'S' – Site Specific :

S.1 Tunnel Maintenance - Does not correspond to SCF
S.2 Bridge sub-structure maintenance - Corresponds to Item B-5 of SCF
S.3 Long girder maintenance - Does not correspond to SCF
S.4 Extra maintenance due to very sharp curves, deep cutting and steep gradients - Corresponds to Item A-3 of SCF
S.5 Maintenance of track on extremely bad formation - Corresponds to B-13/SCF
S.6 Lookout man Duty - Does not correspond to SCF
S.7 Fog Signal man Duty - Does not correspond to SCF
S.8 Filth removal from track - Does not correspond to SCF
S.9 Security patrolling - Corresponds to Item B-4 of SCF
S.10 Watching water level in suburban sections - Does not correspond to SCF

4.2.4 Activity 'M' – Miscellaneous :

M.1 Monsoon Patrolling - Corresponds to Item B-3 of SCF
M.2 Hot weather patrolling of LWR track - Does not correspond to SCF
M.3 Cold weather patrolling of LWR track - Does not correspond to SCF
M.4 Watching vulnerable locations - Does not correspond to SCF
M.5 Gate keeping at level crossings - Does not correspond to SCF
M.6 Rest giving for Keymen - Does not correspond to SCF
M.7 Waterman duty - Does not correspond to SCF
M.8 Store-watchman Duty - Does not correspond to SCF

4.2.5 Also, further list of activities which need to be out-sourced {not covered in MCNTM calculations for sanctioned strength of Trackman} are as under :

1. Formation treatment works
2. Collection of ballast, training out ballast by materials train, leading ballast from stack to track, insertion of ballast in track and profiling
3. Deep-screening of the ballast in track, carried out manually or by deploying Ballast Cleaning Machine in which case manpower support is provided by the contractor
4. Introduction of sub ballast and ballast layers
5. Heavy repairs to track, including lifting
6. Complete realignment of curved track
7. Through renewal of rails, sleepers and fasteners
8. Complete renewals of points and crossings, SEJs, traps, etc.
9. Resurfacing of crossings and switch rails
10. Loading and unloading of P.Way materials in bulk
11. Lorrying out of P.Way materials for other than casual renewal
12. Security of materials in a depot which is closed and locked
13. Painting of rails and weld collars
14. Painting of bridge girders
15. Heavy repairs (measurable) to formation, cutting, side drains and catch-water drains
16. Heavy repairs (measurable) to bridges, bridge protection works, river training works and tunnels
17. Providing/repairing road surface at level crossings, including speed breakers
18. Removal of major sand breaches
19. Works arising due to restoration, following breach or accident
20. Clearing of rank vegetation in platforms and in the vicinity of tracks in coaching and goods yards, repairs depots and workshops of Engineering, Mechanical, Electrical and S&T departments

4.3 Current Scenario vis-à-vis Outsourcing Of Activities :

4.3.1 During last few years, IR have been facing lot of difficulties due to non-filling of vacancies to the tune of even 40% of sanctioned strength, especially in Trackman categories. Also, non-sanction of adequate manpower by GMs and also by Railway Board as per approved MCNTM formula for the mandatory track maintenance activities in case of newly created assets of New Line, Doubling, Gauge Conversion, Traffic Facility Works etc., it became necessary for the Railways to go for selected outsourcing of the activities which were otherwise to be done through Railway's manpower. Such issues were considered in Board at all levels including ME, MS, FC & CRB and some of the Railways were advised to go ahead accordingly on the proposals sent by them to Board.

4.3.2 Further a comprehensive instructions on the subject of "Organising the resources for Track Maintenance Activities on Indian Railways - Standing Instructions" have recently been issued by Board vide letter no. 2011/CEDO/SR/15/O/Vol.I, dated 16th December 2013.

4.3.3 All the General Managers have been advised that as per Clause 4(2) of The Railway Act 1989, *"The General superintendence and control of a Zonal Railway shall vest in the General Manager"*. Therefore, the responsibility of making available with the field units, all requisite arrangements including manpower through departmental staff as well as through outsourcing as per

needs, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager.

4.3.4 Railways have been asked to do regular annual exercise for working out the required strength of Trackman as per MCNTM formula, for maintenance of all running sections on the Railway on every 1st April jointly by PCE, FA&CAO and CPO. This will ensure zero based review, as per actual traffic and other related conditions every year. The resultant status w.r.t. total requirement of Trackman on Zonal Railway as a whole (for surrender or creation or re-distribution) shall accordingly be worked out every year in a systematic manner.

4.3.5 Such an exercise shall, thus, also serve purpose of possible redistribution on Zonal Railway and for managing the gap between 'Actual Trackmen on Roll' & 'Requirement of Total Trackmen', by a rational deployment of contractual agencies till requisite posts, as needed, are created and vacancies are filled up. This exercise shall also take into account the actual mandays loss beyond what is accounted for. A 'sample calculation format' for this annual exercise for working out the maintenance requirement based on MCNTM formula and shortfall, keeping in view the vacancies and for the absence of staff on duty beyond the prescribed provisions, has also been circulated.

4.3.6 As an helping tool and means for systematic outsourcing of track maintenance activities & allied items, Railway Board is also issuing shortly the Unified Document for "IR's Unified Standard Schedule of Rates for P.Way Items" on the lines of already approved and practised USSOR for Works & Materials on IR. It will also help in proper contract execution in field.

5. SUPERVISION AND EXECUTION OF TRACK MAINTENANCE ACTIVITIES – THE REVISED MODEL

5.1 There is genuine need for lateral thinking at all levels w.r.t. the prevailing maintenance practices etc. in functioning on P.Way side by the P.Way maintenance units, their in-charges including senior officers. While we are still continuing with the approach of loading a single Supervisor (SSE/P.Way) with all types of activities of inspections, maintenance, compliance, planning, accident restoration, enquiry etc.; in advanced railway systems, these activities are judiciously structured and reasonably well distributed amongst various supervisors.

5.2 It is, therefore, desirable that all the Zonal Railways apply themselves on the above-mentioned subject under the present scenario w.r.t. now existing cadre on P.Way side and suggest a more realistic & practicable structure for P.Way maintenance activities, incorporating all the advancements and requirements/ responsibilities thereto with mode of maintenance, both through departmental manpower and with suitable contractual agencies as well, in respect of inspections, maintenance, compliance, planning, accidents restoration, enquiry etc.

5.3 At present, the sanctioned strength of SSE/JE(P.Way) and Sr.PWS on Indian Railway is as under :

SSE/JE(P.Way)	-	6,317 nos.
Sr.PWS	-	4,351 nos.
Total	-	10,668 nos.

5.4 In terms of Railway Board's letter no. PC-III/2013/CRC/4, dated 08.10.13, restructuring of various categories of Group 'C' has been implemented by Ministry of Railways, according to which now 66.67% of the total strength of

SSE/JE(P.Way) will be SSE/P.Way and balance 33.33% will be JE/P.Way. Thus, net availability of SSEs and JEs on P.Way side on IR shall be as under :

SSE (P.Way)	-	7,112 nos.
JE (P.Way)	-	3,556 nos.
Total	-	10,668 nos.

5.5 The inference from the above distribution could be that the supervision in the field will be through only SSE and JE and then under them, Track Maintainers Grade I, II, III & IV will be working, performing the duties of present categories of Gangmate, Keyman & Trackman. In fact, all the individuals, presently working as JE/P.Way will get upgraded to SSE/P.Way and all the Sr.PWSs will become JEs/P.Way.

5.6 This is, therefore, the right & opportune time to re-organize the full track maintenance cadre & teams when the adequate manpower as per MCNTM formula may not be available with the Zonal Railways and some of the track maintenance activities might be got executed through contractual agencies. Hence, the suggested structure of maintenance team may look as being discussed hereunder.

5.7 SSE/P.Way (in-charge) should have a jurisdiction of about 100 km track length. He needs to be supported by a team of SSEs who will separately be responsible for 'Inspections & Monitoring', 'Maintenance & Compliance', 'Planning & Stores' and 'Special Works' including Welding and Track Machine working. However, for major track renewal activities, separate SSEs/JEs may be deputed. These SSEs will perform their respective allotted assignments.

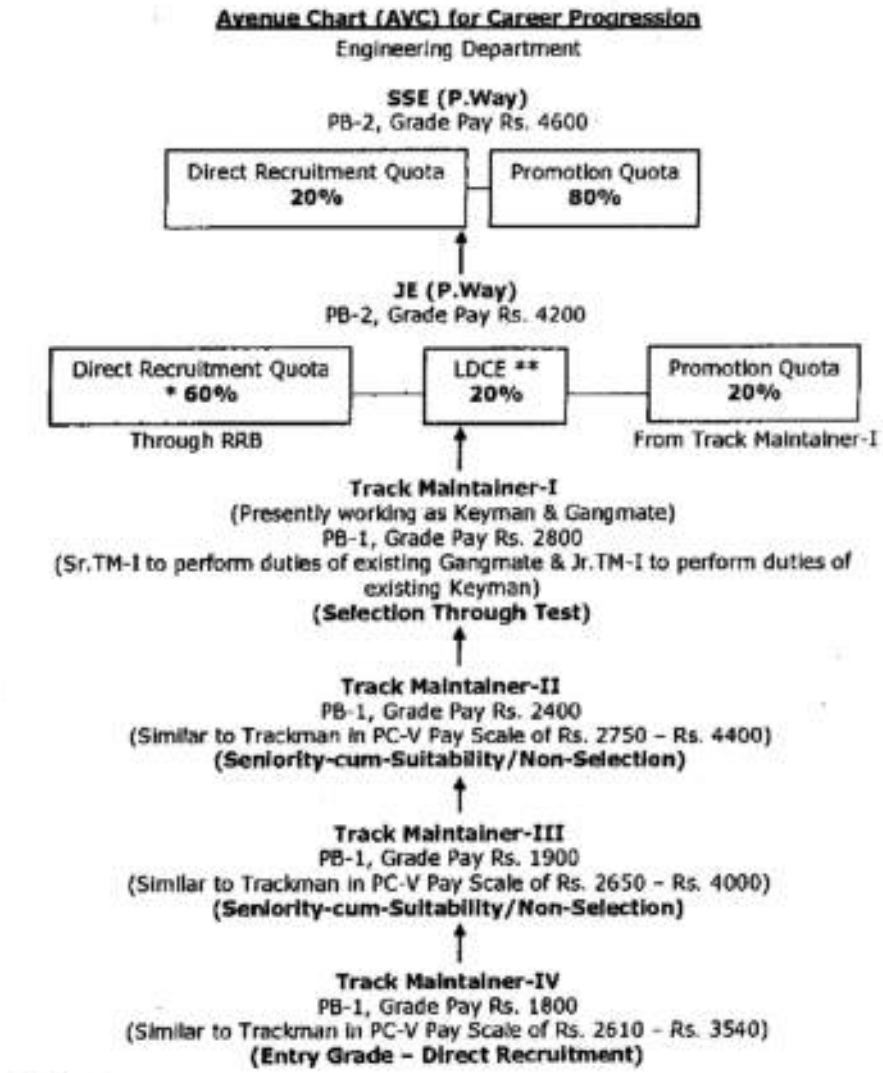
5.8 SSE/P.Way (Maintenance & Compliance) will be supported by three JEs/P.Way and each JE/P.Way to be in-charge of three P.Way Gangs each (having track length of about 10 kms), who will perform the track maintenance assignments in their respective gang beats.

5.9 Right now, SSE/P.Way in-charge is responsible for all the assignments including mandatory inspection schedules in his jurisdiction, alongwith accompanying inspections of all the senior officials from ADEN to Divisional Officers & HQ officers, due to which his own inspection schedules go to accumulation.

5.10 Through the proposed structure of the supervising team; while the mandatory inspection schedules, monitoring, planning etc. may be separately completed by the nominated SSE/P.Way, the maintenance & compliance part can be done by another nominated SSE/P.Way. Further, as far as inspection schedule of SSE/P.Way/In-charge is concerned, it may be kept 20% to the schedule being followed by SSE/P.Way/Inspection, so that while the element of test check in supervision is incorporated, the in-charge SSE/P.Way is fully aware of his section, ensuring safety in train operation.

5.11 Presently, if there are about 1200 SSE/P.Way In-charges on Indian Railways, the teams, so proposed above can very well be managed through the sanctioned strength of these about 7000 SSEs/P.Way and the 'gang working' can very well be supervised through the available 3600 JEs/P.Way.

5.12 As far as allotment of inspection trolley is concerned, it shall be with SSE/P.Way/In-charge, SSE/Inspection & Monitoring and SSE/Maintenance & Compliance. JEs/P.Way shall supervise the working of Gang and allied activities in their respective jurisdictions and therefore, they have to be on foot. However, for their mobility, suitable convenience allowance or moped allowance may be provided to JEs/P.Way.



6. FURTHER THINKING

6.1 For the intake & recruitment to the P.Way maintenance, going ahead a step further from the recently approved cadre structure of Track Maintainer category, a concept of 'Track Maintenance Helper' (TMH) in Grade Pay of Rs. 1800 may be introduced, as available with ESM category in S&T department. For this new category of Track Maintenance Helper (TMH) the educational qualification may be kept Matric or ITI and after three years' experience in this category, they will be eligible for promotion automatically to next level, i.e. to Track Maintainer Gd.III in Grade Pay of Rs. 1900.

6.2 However, in the category of Track Maintainer Gd.III, the direct recruitment will be 80% and balance 20% of the posts will be filled from the Track Maintenance Helper category. For Direct recruitment quota, educational qualification might be 12th pass or 10th pass alongwith ITI.

6.3 Track Maintainer Gd.III will then be promoted to Track Maintainer Gd.II in GP of Rs. 2400 as per seniority and subsequently, to Track Maintainer Gd.I in Grade Pay of Rs. 2800 (performing the duties of present designations of Gangmate & Keyman). Next level of promotion in Junior Engineer/P.Way in GP of Rs. 4200 will be from Track Maintainer Gd.I and if sufficient no. of candidates are not available, then these can be taken from the next level, i.e. from Track Maintainer Gd.II having GP of Rs. 2400.

6.4 The percentage distribution of total strength of 'Track Maintainers' Grade III, II & I alongwith 'Track Maintenance Helper' may be as under :

Track Maintenance Helper	-	20% of strength in Track Maintainer Gd.III category
Track Maintainer Gd.III	-	40% of total strength of Track Maintainer Gd.I, II & III
Track Maintainer Gr.II	-	50% of total strength of Track Maintainer Gd.I, II & III
Track Maintainer Gr.I	-	10% of total strength of Track Maintainer Gd.I, II & III

Note : Track Maintainer Grade-I (presently working as Gangmate & Keyman) may subsequently be re-designated as 'Track Maintainer In-charge'.

6.5 Further entry & promotion to JE/P.Way category may, however, be in the following ratio :

60% - Direct Recruitment Quota

20% - Promotion Quota from Track Maintainer Gd.I and if eligible staff not available, then from Track Maintainer Gd.II

20% - LDCE Quota - *from all the categories of staff working under all the units of SSE/P.Way of respective Divisions with three years of service in Railways, subject to other conditions as prescribed below Para 5.12 above.*

It will help and motivate other qualified staff in 'TMH' or 'TM' categories in moving up with promotion to Supervisor category as their career progression and will help in less attrition from 'TM' categories.

7. ISSUES OF FINANCIAL IMPLICATION

7.1 There are always the issues of financial implication, surrender etc. when restructuring or similar matters are approved by Railway Board. There is system of quoting some circulars of Finance Ministry based on 6th CPC with interpolation on 5th CPC, due to which unreasonable surrenders are sometimes worked out and forced on Railways which is not correct & practicable. The main objective is that additional financial burden, if any due to restructuring etc. is to be neutralised through matching surrender of equivalent no. of posts. Therefore, financial implication needs to be worked out on actual basis in current scenario on the sanctioned strength and upgradation or resultant upgradation to various grades.

7.2 For example, in case of merger of the categories of Sr.PWS with JE/P.Way, when both these categories are of same Grade Pay of Rs. 4200; there is no financial implication to Railways except for the resultant increase in number of posts in SSE(P.Way) category which is in Grade Pay of Rs. 4600.

7.3 Thus, if a person is getting upgraded to GP Rs. 4600 Grade Pay in the same Pay Scale of Rs. 9300-34800, then the extra financial burden on Railway works out to only Rs. 400 plus Rs.360 (DA), i.e. total Rs. 760. If salary of one JE(P.Way) in Grade Pay of Rs.4200 works out to about Rs. 40,000 per month, then surrender of one post of JE/P.Way, in fact, will help in upgradation of at least 50 JEs/P.Way to SSE/P.Way category.

7.4 Therefore, it needs to be examined properly in correct perspective by the concerned Directorates in Railway Board and unnecessary surrender should not be forced upon Zonal Railways for effecting the genuine upgradation to the field personnel which is otherwise creating confusion, thereby affecting the important activities of track maintenance and also safe train operation.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 The dedicated P.Way teams from Trackmen to SSE/P.Way on Indian Railways need to be given due importance w.r.t. career progression, allowances and modernisation.

8.2 Various Pay Commissions during last 30 years have merged various categories / cadres resulting into better designations and career prospects, but have also created issues of various levels of supervision and work execution in the areas of track maintenance; these need to be addressed.

8.3 As per AVC for Trackman categories in the pre-6th CPC scenario, their pay scales were as under :

(i)	Trackman	-	Rs. 2610-3540	(18% of all Trackmen)
(ii)	Sr. Trackman	-	Rs. 2650-4000	(40% of all Trackmen)
(iii)	Head Trackman	-	Rs. 2750-4400	(42% of all Trackmen)
(iv)	Keyman	-	Rs. 2750-4400	
(v)	Gangmate	-	Rs. 3050-4590	

8.4 However, after 6th CPC, Grade Pay for various categories in Pay Scale of Rs. 9300 – 34800 became as under :

SL	Category	Grade Pay (Rs.)
1.	Gangmate	1900
2.	Keymen	1800
3.	Trackman	1800

8.5 Due to 6th CPC, an individual joining as Trackman would, in all probabilities, retire as Trackman or Keyman after about 35 to 40 years of railway service and that too, in its initial Grade Pay of Rs. 1800 only. Moreover, GP of Keyman is also Rs. 1800 and, therefore, lot of resistance / reluctance in promotion, posting & working of Keyman.

8.6 General Age Profile of available Trackmen at present on IR is as under :

- Age less than 45 years - 25%
- Age between 45 & 50 years - 18%
- Age between 50 & 55 years - 35%
- Age between 55 & 60 years - 22%

8.7 On the instructions of Hon'ble Minister for Railways, a Joint Committee of five EDs of Railway Board and General Secretaries of both the Federations (NFIR & AIRF) was constituted. On the recommendation of the Joint Committee, Hon'ble MR has approved the recommendations w.r.t. career progression and allowances for these categories. The salient features are :

(i) Career progression - In place of existing Grade Pay of Rs. 1800 & 1900, the revised structure has been made with Grade Pay of Rs. 1800, 1900, 2400 & 2800 with re-designation as Track Maintainer Grades IV, III, II & I. Thus, an individual who was earlier structured to retire in his recruitment GP of Rs. 1800 will have career progression and be benefitted with a GP of even Rs. 2800 or more.

Old Category	Grade Pay	New Category	Grade Pay	Promotion
Trackman	Rs. 1800	Track Maintainer Gd.IV	Rs. 1800	Recruitment
		Track Maintainer Gd.III	Rs. 1900	Seniority
		Track Maintainer Gd.II	Rs. 2400	Seniority
Keyman	Rs. 1800	Track Maintainer Gd.I	Rs. 2800	Selection By Test
Gangmate	Rs. 1900	Track Maintainer Gr.I	Rs. 2800	

(ii) Allowances etc. -

a. Washing Allowance for uniform
b. Re-imbursement of cost of shoes as Rs. 900 per annum
c. Special allowance to each Gateman at Engineering level crossing
d. CUG phone to TM Gd.I and Patrolling team
e. Improved working tools, ergonomically designed with light weight
f. Protective helmets with miner's light, as T&P item for night patrolling
g. Better quality & timely supply of uniform
h. Cleaning of track in suburban areas for gang working
i. Warning system/hooter system during working on track
j. Night patrolling by the team of two persons
k. Family accommodation or rent-free duty huts with payment of HRA

8.8 Keyman and Gangmate are about 6.5% and 3.5% of the total sanctioned strength in Trackman categories on Indian Railways. Therefore, proportion in the restructured cadre of Track Maintainer Gd.I will necessarily be required as 10% for proper implementation and working in the field. Any other percentage, adhocly proposed as 6% or 3% will not serve the basic purpose and will have resentment in proper railway functioning for track maintenance in the field.

8.9 In Pre-6th CPC, total strength of Trackman was distributed in three pay scales and the distribution to the lowest grade was only 18%, while in the next two grades the distribution was @ 40% and 42% respectively, thereby giving them a reasonable career progression through three pay scales and then, promotion as Keyman, Gangmate, Sr.PWS etc.

Existing percentage distribution for similar other categories, e.g. ESMs are 20%, 30%, 30% & 20% respectively in Grade Pay of Rs. 1900, 2400, 2800 & 4200 as ESMs - Grades III, II, I & MCM; i.e. only 20% in the lowest grade.

Therefore, any recommended higher proportion of 50% or so in the lowest grade of T.M. Gd.IV, will not be justified and it should be towards even lower percentage for the lowest grade, i.e. for Track Maintainer Grade-IV.

8.10 Sanctioning of manpower for track maintenance activities should be done in terms of Railway Board's letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006 through which approval of Board (FC, MS & ME) was accorded to 'MCNTM' (Manpower & Cost Norms For Track Maintenance) Report.

8.11 All the General Managers have been advised that as per Clause 4(2) of The Railway Act 1989, "The General superintendence and control of a Zonal Railway shall vest in the General Manager". Therefore, the responsibility of making available with the field units, all requisite arrangements including manpower through departmental staff as well as through outsourcing as per

needs, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager.

8.12 Further a comprehensive instructions on the subject of "Organising the resources for Track Maintenance Activities on Indian Railways - Standing Instructions" have recently been issued by Board vide letter no. 2011/CEDO/SR/15/O/Vol.I, dated 16th December 2013. Railways should do regular annual exercise for working out the required strength of Trackman as per MCNTM formula, for maintenance of all running sections on the Railway on every 1st April jointly by PCE, FA&CAO and CPO. Such an exercise shall serve purpose of managing the gap between 'Actual Trackmen on Roll' & 'Requirement of Total Trackmen', by a rational deployment of contractual agencies till requisite posts, as needed, are created and vacancies are filled up.

8.13 The Unified Document for "IR's Unified Standard Schedule of Rates for P.Way Items" should be used for proper contract execution in field.

8.14 Field staff at Supervisory level are too much loaded w.r.t. their assignments regarding mandatory inspections, planning, maintenance, compliance, supervision, response to emergencies, attending inquiries and similar multifarious activities through the single unit of SSE/P.Way. A suitable mechanism needs to be devised for re-organizing the work assignments of P.Way team, so that their inhuman working environment and responsibilities thereto for safe train operation may be duly addressed.

8.15 SSE/P.Way (in-charge) should have a jurisdiction of about 100 km track length. He needs to be supported by a team of SSEs who will separately be responsible for 'Inspections & Monitoring', 'Maintenance & Compliance', 'Planning & Stores' and 'Special Works' including Welding and Track Machine working. However, for major track renewal activities, separate SSEs/JEs may be deputed. These SSEs will perform their respective allotted assignments.

8.16 SSE/P.Way (Maintenance & Compliance) will be supported by three JEs/P.Way and each JE/P.Way to be in-charge of three P.Way Gangs each (having track length of about 10 km), who will perform the track maintenance assignments in their respective gang beats.

8.17 Through the proposed structure of the supervising team; while the mandatory inspection schedules, monitoring, planning etc. may be separately completed by the nominated SSE/P.Way, the maintenance & compliance part can be done by another nominated SSE/P.Way. Further, as far as inspection schedule of SSE/P.Way/In-charge is concerned, it may be kept 20% to the schedule being followed by SSE/P.Way/Inspection, so that while the element of test check in supervision is incorporated, the in-charge SSE/P.Way is fully aware of his section, ensuring safety in train operation.

8.18 Presently, if there are about 1200 SSE/P.Way In-charges on Indian Railways, the teams, so proposed above can very well be managed through the sanctioned strength of these about 7000 SSEs/P.Way and the 'gang working' can very well be supervised through the available 3600 JEs/P.Way.

8.19 For their mobility, suitable convenience allowance or moped allowance may be provided to JEs/P.Way.

8.20 Some New Thinking : A model cadre structure for the complete team, right from Trackman to SSE/P.Way has also been visualized -

(i) Concept of 'Track Maintenance Helper' (TMH) in Grade Pay of Rs. 1800 may be introduced, as available with ESM category in S&T department.

(ii) However, in the category of Track Maintainer Gd.III, the direct recruitment will be 80% and balance 20% of the posts will be filled from the Track Maintenance Helper category.

(iii) Track Maintainer Gd.III will then be promoted to Track Maintainer Gd.II in GP of Rs. 2400 as per seniority and subsequently, to Track Maintainer Gd.I in Grade Pay of Rs. 2800 (performing the duties of present designations of Gangmate & Keyman). Next level of promotion in Junior Engineer/P.Way in GP of Rs. 4200 will be from Track Maintainer Gd.I and if sufficient no. of candidates are not available, then these can be taken from the next level, i.e. from Track Maintainer Gd.II having GP of Rs. 2400.

(iv) The percentage distribution of Track Maintainers may be as "TMH to be 20% of TM Gd.III and TMs Gd. II, II & I to be 40%, 50% and 10% respectively of the total strength of Track Maintainers".

(v) Subsequently, Track Maintainer Grade-I (presently working as Gangmate & Keyman) may be re-designated as 'Track Maintainer In-charge'.

(vi) Further entry & promotion to JE/P.Way category may, however, be in the ratios of 60% (Direct Recruitment Quota), 20% (Promotion Quota from Track Maintainer Gd.I & Gd.II) and 20% (LDCE Quota from all the categories of staff working under all the units of SSE/P.Way)

8.21 System of quoting some circulars of Finance Ministry based on 6th CPC with interpolation on 5th CPC, resulting into unreasonable surrender of posts should not be forced upon. Financial implication needs to be worked out on actual basis in current scenario on the sanctioned strength and upgradation or resultant upgradation to various grades for bringing in the cost neutrality.

****

Thoughts For Better

'दशा' And 'दिशा'

Of

Track Maintenance Cadre

On

Indian Railways

UWE Seminar
Jaipur
Thursday, 23rd January '14

Alok Kumar
Executive Director/Civil Engg. (G)
Railway Board

Trackman Categories

The Pre-6th CPC Scenario

Pay Scales (Rs.)

Trackman	: 2610-3540	(16% of all Trackmen)
Sr.Trackman	: 2650-4000	(40% of all Trackmen)
Hd.Trackman	: 2750-4400	(42% of all Trackmen)
Keyman	: 2750-4400	
Gangmate	: 3050-4590	

Trackman Categories

Post 6th CPC Scenario

Pay Scale : Rs. 9300 - 34800

Trackman	: Grade Pay	Rs.1800
Keyman	: Grade Pay	Rs.1800
Gangmate	: Grade Pay	Rs.1900

Trackman Categories

Post 6th CPC Scenario : The Result

- An individual who joins as Trackman would, in all probabilities, retire as Trackman or Keyman after about 35 to 40 years of railway service and that too, in its initial Grade Pay of Rs. 1800 only.
- Moreover, Grade Pay of Keyman is also Rs. 1800 and, therefore, lot of resistance / reluctance in promotion, posting & working as Keyman.

General Age Profile

Available Trackmen on IR

Age less than 45 years	-	25%
Age between 45 & 50 years	-	18%
Age between 50 & 55 years	-	35%
Age between 55 & 60 years	-	22%

Trackman Categories

Constitution of Joint Committee By Hon'ble MR

Comprising Of :

1. General Secretary / NFIR	Member
2. General Secretary / AIRF	Member
3. EDE(N) / Railway Board	Member
4. ED/F(E) / Railway Board	Member
5. ED/PC-I / Railway Board	Member
6. ED/PC-II / Railway Board	Member
7. ED/CE(G) / Railway Board	Convenor

Trackman Categories

Recommended By Joint Committee

Approved (In 2012) By Hon'ble MR

(Pay Scale : Rs. 9300 - 34800)

Track Maintainer Gd.IV : GP Rs.1800

Track Maintainer Gd.III : GP Rs.1900

Track Maintainer Gd.II : GP Rs.2400

Track Maintainer Gd.I : GP Rs.2800

Trackman Categories

Approved Career Progression

A. Trackman As :

(i) Track Maintainer Gd.IV : GP Rs.1800

(ii) Track Maintainer Gd.III : GP Rs.1900

(iii) Track Maintainer Gd.II : GP Rs.2400

B. Keyman & Gangmate As :

Track Maintainer Gd.I : GP Rs.2800

Trackman Categories

Approved Career Progression

Railway Board issued letter no. E(NG)I-2012/PMS/1, dated 13.06.13, advising as under :

New Category	Grade Pay	Promotion
Track Maintainer Gd.IV	Rs. 1800	Recruitment
Track Maintainer Gd.III	Rs. 1900	Seniority
Track Maintainer Gd.II	Rs. 2400	Seniority
Track Maintainer Gd.I (Earlier Keyman & Gangmate)	Rs. 2800	Selection By Test

Trackman Categories

Approved Allowances Etc.

- Washing Allowance for uniform
- Re-imbursement of cost for two shoes instead of one
- Special allowance to each Engg. Gateman
- CUG phone to T.M./I and also to Patrolling Team
- Improved light weight working tools
- Helmets with miner's light for night patrolling
- Mechanization and automation in functioning
- Timely supply of quality uniforms
- Cleaning of track in suburban area
- Warning / Hooter System during track working
- Night patrolling by the team of two persons
- Family accommodation at suitable stations for education & health of children & family
- Rent-free barracks/duty huts with payment of HRA

- Thus, Skilled Staff Structure has been conceptualized for Trackman categories with a view for better career progression.
- It was agreed by the Joint Committee that Trackmen have to function more scientifically and higher skill is required in track maintenance activities.
- Accordingly, higher Grade Pay was recommended by the Committee and accepted by Hon'ble MR.

Trackmen At A Glance On IR

Total Sanctions on IR -

Trackman - 2,42,775

Keyman - 14,913 (5.6%)

Gangmate - 10,965 (4.1%)

Total - 2,68,653

Since existing categories of Keyman & Gangmate have been re-designated as Track Maintainer Grade-I, the % distribution for this Grade was recommended as 10% (5.6+4.1=9.7, say 10), as any lesser percentage would not be practicable to be implemented in field.

Distribution Of Track Maintainers In Various Grades

SL	Category	Grade Pay (Rs.)	% Distribution	
			Recommended By Joint Committee	Approved By Board
1.	Track Maintainer Gd.-I	2800	10	3
2.	Track Maintainer Gd.-II	2400	20	6
3.	Track Maintainer Gd.-III	1900	20	20
4.	Track Maintainer Gd.-IV	1800	50	71

The Committee's unanimous recommended distribution for TM Gd. I, II, III, IV was 10:20:20:50. It was also approved by ME & MS; but due to insistence of FC, finally the distribution of 3:6:12:71 has been circulated by Board and it does not seem to be practical.

Trackman vis-a-vis Other Categories

As an illustration & comparison -

Existing percentage distribution for similar maintenance categories on open line on IR (Electrical Signal Maintainers) are 20%, 30%, 30% & 20% respectively in GP of Rs. 1900, 2400, 2800 & 4200 respectively as ESMs - Grade III, II, I & MCM.

SL	Grade Pay (Rs.)	Distribution For Track Maintainer (TM)		Distribution For Electrical Signal Maintainer (ESM)	
		Category	%age	Category	%age
1.	4200	-	-	ESM-MCM	20
2.	2800	TM Grade-I	3	ESM Grade-I	30
3.	2400	TM Grade-II	6	ESM Grade-II	30
4.	1900	TM Grade-III	20	ESM Grade-III	20
5.	1800	TM Grade-IV	71	-	-

Effect Of MACP

- As per provisions of MACP, Track Maintainer in Gd.IV (GP Rs.1800) will automatically get next Grade Pay of Rs.1900 after 10 years period .
- Ideally, in a service length of 40 years or so, if not promoted, Track Maintainer Gd.IV will get 3 MACPs after every 10 years.
- Therefore, not more than 25% of total strength of Track Maintainer will ever remain in Grade-I.
- Thus, a reasonable distribution in TM Gd. IV, III, II & I to be 25, 40, 25 & 10 respectively.

T.M. Categories : Reasonable Distribution

SL	Grade Pay (Rs.)	Distribution As Approved By Railway Board		Distribution As Seems More Practicable & Justified	
		Category	%age	Category	%age
2.	2800	TM Grade-I	3	TM Grade-I	10
3.	2400	TM Grade-II	6	TM Grade-II	25
4.	1900	TM Grade-III	20	TM Grade-III	40
5.	1800	TM Grade-IV	71	TM Grade-IV	25

Merger of Sr.PWS with JE/P.Way

- Railway Board have issued instructions in July 2013 for merger of Sr.PWS with JE/P.Way.
- This category of Mistry/Supervisor was already merged with category of JEs about 6-7 years back in all departments, except for Engg./P.Way.
- Both the categories of Sr.PWS and JE/P.Way are in same Grade Pay of Rs.4200 and, therefore, promotion from Sr.PWS to JE/P.Way was one hindrance to career progression of P.Way staff.
- Now, Track Maintainers will get opportunity of promotion to JE/P.Way directly in GP of Rs.4200.

Sanctioning of Manpower & Outsourcing

- As per Board's (ME, FC & MS) approval on 13.10.97, 'Special Committee Formula' was advised for required manpower creation for track maintenance activities.
- Besides, 15 activities were identified to be carried out through decasualized Gangmen and in absence of these staff, to be carried out through contracts.
- Subsequently, Railway Board (FC, MS & ME) approved 'MCNTM' Formula' in 2006 for sanctioning of manpower for track activities.
- This formula was scientifically designed and dynamic in nature, taking care of all the factors of traffic density, speed, mechanization of maintenance etc.
- In addition to the requirement, as worked out by MCNTM Formula, a list of 20 activities was identified for execution through outsourcing.

Current Scenario vis-à-vis Outsourcing

During last few years, IR have experienced difficulties due to non-filling of vacancies to the tune of even 40% of the sanctions.

Comprehensive "Standing Instructions" on the subject of 'Organising the Resources for Track Maintenance Activities on IR' have been issued by Board on 16th December '13.

As per Clause 4(2) of The Railway Act, 1989, *"The general superintendence and control of a Zonal Railways shall vest in the General Manager"*.

Railways have accordingly been advised that responsibility of making available with field units, all requisite arrangements including manpower through departmental staff & through outsourcing as per needs, for maintenance of track activities, lies with General Manager. Railways should act accordingly and decide for outsourcing the activities.

Current Scenario vis-à-vis Outsourcing

Further, Zonal Railways should make regular annual exercise for zero-based review on 1st April jointly by PCE, FA&CAO and CPO and work out required strength of Trackman categories as per MCNTM formula, duly catering to the actual traffic and other related conditions.

Resultant status w.r.t. total requirement of Trackmen on the railway as a whole for surrender, creation and redistribution should accordingly be worked out every year.

It would serve purpose of possible re-distribution on Zonal Railways and for managing the gap between actual Trackmen on roll and requirement of total Trackmen by a rational deployment of contractual agencies till requisite posts are created and vacancies are filled up.

Unified Standard Schedule of Rates (USSOR) for P.Way Items

- ✓ Railway Board nominated an Expert Group for formulating the document on Unified Standard Schedule of Rates for 'P.Way Items', as was earlier approved by Board for "Works Items" in 2010.
- ✓ The nominated Group, in consultation with all the Zonal Railways, RDSO & IRICEN: has finalised the document and it has been approved by ME.
- ✓ It will shortly be issued after concurrence of Board Finance for implementation on Zonal Railways.
- ✓ This unified document will also help in proper & quality contract execution in field.

Supervision & Execution of Track Maintenance Activities

- ➢ Lateral thinking is required w.r.t. the prevailing track maintenance activities and supervision at various levels.
- ➢ A single supervisor (SSE/P.Way) is loaded with all types of activities related to Track, i.e. inspection, maintenance, compliance, planning, accident restoration, enquiry etc. without much accountability on all items at other/lower levels.
- ➢ A more realistic and practicable structure for P.Way maintenance activities, alongwith supervision, needs to be thought in the form of separate SSEs for Inspections & Monitoring, Maintenance & Compliance, Planning & Stores and Special Works (welding, track machine, etc.) under SSE/P.Way In-charge.

Supervision & Execution of Track Maintenance Activities

- ✓ SSE/P.Way/Inspection & Monitoring will complete all the legislated schedule of inspections and monitoring the compliance thereto.
- ✓ SSE(P.Way) Maintenance & Compliance will be responsible for all maintenance activities through 3 to 4 JEs/P.Way by Gangs or contractual agencies.
- ✓ Each Gang, headed by TM-I to have a track length of about 10 km.
- ✓ One JE/P.Way may be In-charge of 3-4 Gangs.
- ✓ One SSE/P.Way/In-charge will have a jurisdiction of about 100 to 120 km track length.
- ✓ SSE/P.Way/In-charge to be assigned 20% quota of inspection w.r.t. mandatory schedules being followed by SSE/P.Way/Inspection & Monitoring - Thus, test check in supervision with quality inspection.

Supervision & Execution of Track Maintenance Activities

- ➢ On Indian Railways, there are about 1100 SSEs/P.Way/In-charges, maintaining length of about 1,11,000 track kms.
- ➢ After the recent restructuring of Group 'C' categories, IR is having about 7000 SSEs/P.Way and 3600 JEs/P.Way.
- ➢ The above mentioned model could be possible with the available sanctions of SSEs & JEs of P.Way.
- ➢ In any case, if required, more number of posts for better supervision and quality control with technical inputs may also be possible with due surrenders.

Further Thinking

- ✓ Since now skilled cadre structure has been approved by Hon'ble MR for track maintenance, Track Maintainer category may be re-structured like ESMs with direct intake in Track Maintainer Gr.III and then subsequently to Gr.II & Gr.I in GPs of Rs. 1900, 2400 & 2800 respectively.
- ✓ One more category of 'Track Maintenance Helper' may be designated in GP of Rs. 1800 and the possible percentage distribution may be as in next slide.

Further Thinking

(i) Track Maintenance Helper - 20% of strength in Track Maintainer Gd.III

(ii) Track Maintainer Gd.III - 40% of total strength of Track Maintainer Gd.I, II & III

(iii) Track Maintainer Gr.II - 50% of total strength of Track Maintainer Gd.I, II & III

(iv) Track Maintainer Gr.I - 10% of total strength of Track Maintainer Gd.I, II & III

Note : Track Maintainer Grade-I (presently working as Gangmate & Keyman) may subsequently be re-designated as 'Track Maintainer In-charge'.

Further Thinking

Further Entry & Promotion to JE/P.Way Category

60% - Direct Recruitment Quota

20% - Promotion Quota from Track Maintainer Gd.I and if eligible staff not available, then from TM Gd.II and so on.

20% - LDCE Quota - from all the categories of staff working under all the units of SSE/P.Way of respective Divisions with three years of service in Railways, subject to prescribed educational qualification.

Such a scenario will help & motivate other qualified staff in 'TM-f or 'TM' categories in moving up with promotion to Supervisor category as their career progression and will help in less attrition from 'TM' categories.

Issues of Financial Implication

The Basic Objective : Whenever any restructuring etc. are effected, it is with the proviso that no additional financial burden should be there on the Ministry of Railways and accordingly, all the concerned departments have to find out means for financial neutrality.

In various letters issued by Ministry of Railways, some circular of Finance Ministry is quoted in which there is *mention of categories of 6th CPC with interpolation of 5th CPC due to which unreasonable surrenders* are sometimes worked out and forced on Railways.

It needs to be corrected in Board and matching surrender or equivalent saving only to the extent of additional financial burden needs to be worked out on actual basis in current scenario.

Issues of Financial Implication

In case of merger of Sr.PWS with JE/P.Way :

- ✓ Both are in the same Grade Pay of Rs.4200.
- ✓ Thus, there is no financial implication to Railways except for resultant increase in posts of SSE/P.Way in GP Rs.4600 .
- ✓ The difference in salary of one upgradation from JE/P.Way to SSE/P.Way will cost Rs.400 + DA (Rs.360), i.e. Rs.760 only in same pay scale of Rs. 9300-34800.
- ✓ Average salary of one JE/P.Way is Rs.40,000 per month.
- ✓ Thus, surrender of one post of JE/P.Way will help in upgradation of more than 50 JEs to SSEs.
- ✓ Hence, merger of existing about 4500 posts on IR of Sr.PWS with JE/P.Way will tantamount to surrender of about 50 posts of JE/P.Way on IR in total and it could be possible for Zonal Railways, i.e. surrender of 3-4 posts of JEs on one Railway.

Conclusions & Recommendations

1. The dedicated P.Way teams from Trackman to SSE/P.Way on Indian Railways need to be given due importance w.r.t. career progression, allowances and modernisation.
2. Unanimous recommendations of the Joint Committee w.r.t. career progression and allowances etc. to Trackman categories, as already approved by Hon'ble MR, should be implemented by all Zonal Railways within a definite time frame.
3. Since Gangmate & Keyman have been categorised as Track Maintainer (TM Grade-I) and their strength is about 10% of the total sanctions of Trackman categories, Railway Board should accordingly issue instructions that %age distribution for TM in Grades I, II, III & IV is at least 10 : 20 : 20 : 50.

Conclusions & Recommendations

4. Trackman categories should also be reorganised as more technical & skilled categories and their induction & qualification should be thoughtfully structured.
5. Sanctioning of manpower for track maintenance activities should be done in terms of Railway Board's letter of 2006, communicating approval of Board (FC, MS & ME) on 'MCNTM' (Manpower & Cost Norms For Track Maintenance) Report.
6. 'Standing Instructions', issued by Board on 16.12.13 for "Organising the resources for Track Maintenance Activities on Indian Railways" should be followed by Zonal Railways for creating the posts and deployment of contractual agencies for the mandatory track maintenance activities etc.

Conclusions & Recommendations

7. Regular annual exercise for all running sections on the Railway should be done on every 1st April jointly by PCE, FA&CAO and CPO for managing the gap between 'Actual Trackmen on Rail' & 'Requirement of Total Trackmen', by a rational deployment of contractual agencies till requisite posts, as needed, are created and vacancies are filled up.
8. Suitable fund allotment to contractual obligations should be ensured by FA&CAOs and timely filling of vacancies should be ensured by CPOs.
9. The newly approved document for "IR's Unified Standard Schedule of Rates for P.Way Items" should be used for quality work and proper contract execution in field.

Conclusions & Recommendations

10. After recent restructuring of supervisory categories, IR will be having more than 7000 SSEs & 3600 JEs on P.Way side. These valuable supervisors should be thoughtfully reorganised w.r.t. duties, responsibilities, execution etc., keeping in view changed scenario of technological advancements, social requirements etc.
11. Some new & lateral thinking is needed for better qualified induction at TM Gd.III level in GP of Rs. 1900, as is done in other technical departments, e.g. ESMs and only few helping hands may be inducted as 'Track Maintenance Helper' (TMH) in GP of Rs. 1800.
12. For effecting the benefit of restructuring/merger etc., the financial neutrality should be ensured by working it out on actual basis in current scenario instead of the prevailing unreasonable & routine instructions.



Thank You

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

सं. 2014/CEDO/SD/02 New Delhi, Dated 26.02.2014

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar - Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway.

संदर्भ : Western Rly's letter no. WNC/CRS/AKV-RAJ, dated 16.01.2014

CORRIGENDUM

Please refer to Board's letter of even number, dated 06.02.2014, wherein the sanction of Ministry of Railways, Railway Board was communicated for Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar - Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway with Board's comments as under :

"(i) 'BCM' working shall be restricted only to locations where infringements to signal foundations exist in Ankleshwar - Raj Pipla *section of Vadodara Division of Western Railway".*

The abobe Board's comments may now be read as under :

"(i) 'BCM' working shall be restricted only at such locations where infringements to signal foundations exist in* Ankleshwar - Raj Pipla *section of Vadodara Division of Western Railway".

26.2.14

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

सं. 2014/CEDO/SD/02 New Delhi, Dated 26.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/02/2013-14-T.W., dated 28.01.2014.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/28, dated 16.01.2014
3. The Director General, RDSO, Manak Nagar, Lucknow.
4. Principal Chief Engineer, Western Railway, Churchgate, Mumbai, w.r.t. letter no. W415/5/2(W-3), dated 26.02.2014.

(आलोक कुमार)
कृते सचिव, रेलवे बोड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर
Signature 26/02/14
जारी की तिथि
Date of Issue

o/c

Please issue

URGENT
RTI Reference

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

सं. RB/RTI/2013/010039318 New Delhi, Dated 21.02.2014

The General Manager,
All Indian Railways

विषय : Information sought by Mr. Manish Kumar, RTI Act,2005

संदर्भ :Registration No. RB/RTI/2013/010039318, dated 23/01/2014.

Mr. Manish Kumar, vide his application dated 05/12/2013 has sought information under RTI Act, 2005, that :

1. What is the Standard gap between standing train and edge of the platform as prescribed in the railway manual, GR & SR or any other ruling of similar nature?
2. How many stations are there in India where this gap is wider than the standard one?
3. Inform the number of accident occurred due to this gap and mention the number of casualties after 2008 throughout India.
4. Tell me the steps taken by the administration to minimise the gap.
5. Tell me the designation who is responsible for maintaining standard gap and whose responsibility be fixed for this tragedy,
6. Is there any provision for compensation for victims of this type of accident?

As the information asked, pertains to Northern Railway and other Railways. RTI application under section 6(3) of RTI Act 2005 is accordingly transferred to Northern Railway and other Railways along with above referred letter. Reply may be sent to the applicant directly under intimation to this office.

Encl. (02 pages)

(Aseervatham Achary)
Deputy Director/Civil Engineering-I, Railway Board

Copy forwarded for information to :

1. RTI Cell with reference to RB/RTI/2013/010039318.
2. Mr. Manish Kumar, L-2/100B DDA Flats, Kalkaji, New Delhi-110019

O/C 24/2

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

Issue for Info

67 S. No. 1
(9022

To

Date 05-12-2013

The CPIO,
Railway Board, Indian Railways
Room No. 256-A, Rail Bhavan,
Raisina Road, New Delhi - 110001

39318 10/12

Subject: - Information under Right to Information Act 2005

Sir,

There is no need to express motto for getting information under RTI Act 2005 but I want to disclose my motto first. My friend Mr Ram Prakash Chaudhary, working as Clerk in the office of the Principal Director of Audit, Economics & Service Ministry, AGCR Building, I P Estate, New Delhi, lost his left leg while boarding in train at Sadar Bazar, New Delhi at 09.30 am on 09-07-2013 because of large gap between standing train and the Edge of the Platform.

Therefore, I want following information:-

1. What is the Standard gap between standing train and edge of the platform as prescribed in the railway manual, G R & S R or any other ruling of similar nature?
2. How many stations are there in India where this gap is wider than the standard one?
3. Inform the number of accident occurred due to this gap and mention the number of casualties after 2008 throughout India.
4. Tell me the steps taken by the administration to minimise the gap.
5. Tell me the designation who is responsible for maintaining standard gap and whose responsibility be fixed for this tragedy.
6. Is there any provision for compensation for victims of this type of accident?

Please provide this information compiled if possible from one office either in soft copy or in hard copy.

I have paid requisite fee ~~online~~ for this RTI. vide postal order No- 05G 195016 - 20/-

(Twenty rupees)

Yours truly

5/12/12

(MANISH KUMAR)
L-2/1008, DDA Flats kalkaji,
New Delhi 110019
Email id-manishkmahto@rediffmail.com

CC

Registration Sheet

Case Id	39318
File No.	RB/RTI/2013/010039318
Status of Case	Open
Case Open Date	23/01/2014
Target Date (Reply to Party)	22/02/2014
Name	Mr Manish Kumar
Address	L-2/100B DDA Flats Kalkaji New Delhi 110019
Tele/Mobile No	
Subject	Rly manual GR & SR or any other ruling of slimilar nature
Payment Details	Initial PO Original 05G 195039 20
Initial Marking	Dir.M.E.(Chg.) Dated: 23/01/2014
Return File before	12/02/2014

Search another case

C5

URGENT
RTI Reference

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

सं. RB/RTI/2013/010040362 **New Delhi, Dated 21.02.2014**

The General Manager,
Central Railway,
CST, Mumbai.

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Information sought by Godfrey W Pimenta, RTI Act,2005

संदर्भ : Registration No. RB/RTI/2013/010040362(CPIO-14), dated 10/02/2014.

Mr. Godfrey W Pimenta, vide his application dated 16/01/2014 has sought information under RTI Act, 2005, that :

(A) *"Please furnish me the copy of the letter/representation from the Western Railway and Central Railway on the Mumbai Suburban Railway System or any Consumer Group/Traveler's Association for increase in height for the Railway Platforms on the Western Railway and Central Railway on the Mumbai Suburban Railway System."*

(B) *"Kindly furnish me the details of the Officers with whom the said letter/representation as stated in item A above is pending and the decision taken thereon by the Railway Board."*

As the information asked, pertains to Central Railway & Western Railway. RTI application under section 6(3) of RTI Act 2005 is accordingly transferred to Central Railway & Western Railway along with above referred letter. Reply may be sent to the applicant directly under intimation to this office. Letter received from Central & Western Railway are attached herewith. Action has been taken from Railway Board and conveyed to RDSO, Central and Western Railway (Copy enclosed) for further necessary action.

Encl. (06 pages)

(Aseervatham Achary)
Deputy Director/Civil Engineering-I, Railway Board

Copy forwarded for information to :

1. RTI Cell with reference to RB/RTI/2013/010040362
2. Mr. Godfrey W Pimenta, 98 G William House, Church Road Marol, Andhei (East) Mumbai-400059.

21/2/14

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

URGENT
RTI Reference

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

सं. RB/RTI/2013/010040362 **New Delhi, Dated 21.02.2014**

The General Manager,
Central Railway,
CST, Mumbai.

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Information sought by Godfrey W Pimenta, RTI Act,2005
संदर्भ : Registration No. RB/RTI/2013/010040362(CPIO-14), dated 10/02/2014.

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(B) *"Kindly furnish me the details of the Officers with whom the said letter/representation as stated in item A above is pending and the decision taken thereon by the Railway Board."*

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Encl. (06 pages)

(Aseervatham Achary)
Deputy Director/Civil Engineering-I, Railway Board

Copy forwarded for information to :

1. RTI Cell with reference to RB/RTI/2013/010040362
2. Mr. Godfrey W Pimenta, 98 G William House, Church Road Marol, Andhei (East) Mumbai-400059.

S-No. I

Page

ANNEXURE "A"
(See Rule 3)
Format of application for obtaining information under the
Right to Information Act, 2005.

40367 24/1

To,
Shri Rakesh Kumar,
D.D. (PG) & C.P.I.O.
(Registration & Coordination)
R.No 05, RTI Cell / RB,
Railway Board,
New Delhi -110 001.

1.Full name of the Applicant : Adv. Godfrey W. Pimenta

2. Address : 98 – G, William House,
Church Road, Marol, Andheri (East),
Mumbai 400 059.

3, Particulars of information required:- (i)Subject matter of information required:

(A) Please furnish me the copy of the letter/representation from the Western Railway and Central Railway on the Mumbai Suburban Railway System or any Consumer Group/Traveler's Association for increase in height for the Railway Platforms on the the Western Railway and Central Railway on the Mumbai Suburban Railway System.

(B) Kindly furnish me the details of details of the Officers with whom the said letter/representation as stated in item A above is pending and the decision taken thereon by the Railway Board.

(ii) The period for which information relates : From 01.01.2010 to 14.01.2014

(iii) Whether information is required by post or in person : By post.

(iv) In case of Post (Ordinary, Registered or Speed): By ordinary post.

(v) Purpose for which the information Is required: In public interest.

Place: Mumbai

Date: 16th January 2014.

Signature of the Applicant

Registration Sheet

Case Id	40362
File No.	RB/RTI/2013/010040362
Status of Case	Open
Case Open Date	10/02/2014
Target Date (Reply to Party)	12/03/2014
Name	Mr Godfrey W Pimenta
Address	98 G William House Church Road Marol Andheri(East) Mumbai 400059
Tele/Mobile No	
Subject	W & C Rly matter
Payment Details	Initial PO Original 10F 650051 10
Initial Marking	DTK(M) Dated: 10/02/2014
Return File before	02/03/2014

Search another case

भ प्रकाश खरे
RE
General Manager

मध्य रेल, छत्रपति शिवाजी टर्मिनस,
मुंबई - 400 001.
CENTRAL RAILWAY
CHHATRAPATI SHIVAJI TERMINUS,
MUMBAI - 400 001.

DO No.W.104.P.Sd.P/F/Height

Date: 16.12.2013

Dear Shri Jain,

Sub: Raising of height of Passenger Platforms in Suburban Section of Mumbai.
Ref: Central Railway's letter of even No. dated 24.04.2013.

.....

The Schedule of Dimension (SOD) prescribes the height of passenger platforms of BG sections between 760mm to 840mm for normal ICF EMU stock with conventional springs. Thus height of the platforms as prescribed is the same for straight track as well as curve track. Recently the EMU stocks with air spring have been introduced on Central Railway. The air springs have very little compressibility when the stock is in fully loaded condition.

There is a large difference on the platform level and floor level of EMU coaches, which is highly inconvenient to suburban commuters. A large number of complaints have been received from passengers and public representatives. This problem is further aggravated in the EMU rakes fitted with air springs. The platforms which are located on the outside of the curve, the gap becomes still large.

Considering the gravity of the problems and inconvenience faced by the commuters, it is requested to reconsider and approve modification to SOD provision by allowing increase in height of platform from present 840mm to 920mm in following cases:-

- Platforms which are located on straight track or on outside of the curve or inside of the curve up to 2 degree curvature, this provision will be applicable on those platforms where EMU stock with air spring is plying.

माइर

Yours sincerely,

(B.P. Khare)

Shri S. K. Jain
Member Engineering
Railway Board
New Delhi-110001

©(O) 54000 (RLY). ©(O) +91-22-2262-1236. Fax (O) +91-22-2262-4555. email: gm@cr.railnet.gov.in

पश्चिम रेलवे
Western Railway

महेश कुमार
महाप्रबंधक

MAHESH KUMAR
GENERAL MANAGER

सत्यमेव जयते

पश्चिम रेलवे
चर्चगेट, मुम्बई - 400 020
WESTERN RAILWAY
CHURCHGATE, MUMBAI - 400 020

D.O.No. W447/12/318 (Plan) W4

8th April, 2013.

Dear Shri Kul Bhushan,

Sub: Raising of platform height in Mumbai Suburban Section of Western Railway.

Floor level of EMU rake in empty condition is about 1100 mm above rail level. With a PF height of 840 mm above rail level, the difference between the two is 360 mm. This gives a gap of 275 mm between bottom of rake and top of platform under empty condition. Since earlier, EMU rakes with all coil suspension used to go down considerably (about 100 mm) under load, effective gap between the top of platform and bottom of coach was equal to 175 mm (7.5") normally. In case of new Siemens rake, due to pneumatic springs, the gap between top of platform and the bottom of the rake remains between 250 mm to 275mm, since the springs do not go down under load by any significant amount. This is resulting into number of accidents of traveling public due to slipping between the gap and also making it impossible especially for the lady passengers to climb one step which is now approx. 11-12 inches.

Western Railway has made several representations to RDSO and Railway Board giving adequate details to show as to how platform heights up to 920 mm will be safe, including precautions which W.Rly. will ensure by maintaining the track and rake properly. Even though officials of Railway Board and RDSO accepted W.Rly's contention in every meeting, the approval for raising the height of platforms up to 920 mm is not forthcoming.

Western Railway vide letter No. W.447/12/3/8 dated 14.12.12 has once again explained in detail the logic of maintaining 920 mm platform heights which incidentally has also been followed by C.Rly. This was followed up vide my D.O. letter to CRB dated 31.12.2012, however, a positive action is still awaited.

I request that the issue be seen in totality and a favourable decision taken to increase the height of Passenger Platforms in Mumbai Suburban Section having predominantly EMU traffic to 920 mm. It is also incidentally brought out that there are number of platforms in suburban sections of both Western and Central Railways where the platform height is up to 950 to 960 mm and there has been no untoward incident at all during past years on this account.

with regards,

Yours sincerely,

(Mahesh Kumar)

Shri Kul Bhushan,
Member Engineering,
Railway Board,
NEW DELHI.

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 draft 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.

5/3
17-2-14 EDCE (G)

57

Kirloskar

Enriching Lives

KIRLOSKAR PNEUMATIC CO. LTD.

RR/S&T/CME/NR/8/13-14

12th February 2014

The General Manager (Engg.),
Northern Railway,
Baroda House, New Delhi 110 001

Dear Sir,

Sub : RoadRailer Operations on Delhi – Chennai route

Ref : RoadRailer Train Haulage (RRTH) Agreement dated 16th March 2011
RDSO Speed Certificate no. MW/CONTR/RR/EBD dated 9th January 2013

RDSO had issued a final speed certificate on 05.07.2001 permitting operation of RoadRailer on Kolad-Cochin section of Konkan Railway/S. Rly subsequent to satisfactory oscillation trials conducted up to maximum speed of 90 kmph on Lonavala - Pune section of C. Rly. and service trials conducted on Nagpur – Mumbai section of Central Railway.

Further oscillation trials were also conducted between Lonavala - Pune section of C. Rly. up to test speed of 110 kmph. which were also found to be satisfactory as indicated in RDSO report no. MT-301 of June 2001 and as outlined in the attached Speed Certificate.

Furthermore, we are pleased to inform you that Emergency Brake Distance (EBD) trials of RoadRailer type BAFRDR wagon were conducted by RDSO in the month of January 2014 on Katpadi Jn. – Arakonnam Jn. section under Chennai Division. The final report of the trials conducted as per RDSO's test scheme is under preparation and is expected to be ready shortly.

In accordance with the terms of RRTH agreement referred above, we now propose to start commercial operations between IR's rail terminal at Palwal under Delhi Division and Melpakkam under Chennai Division at the earliest. We therefore request you to initiate necessary processes to enable us to begin regular commercial operations on receipt of final sanction letter and completion of work at Palwal yard.

Thanking you,

Yours Sincerely,

KIRLOSKAR PNEUMATIC CO. LTD. 57, N. Place N.D.-19

Minesh Patel
General Manager – RoadRailer

Encl.: 1. Speed Certificate no. MW/CONTR/RR/EBD dated 09.01.2013
2. Final Speed Certificate no. MC/CONTR/RR dated 05.07.2001

Copy to : GM / COM / CME / CCM – Northern Railway
Advisor (FM) / Executive Director (Civil Engg.) - Railway Board

फैक्स/Fax : 91-0522-458500
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK', Lucknow
टेलीफोन/Tele : 451200 (PBX)
450567 (DID)

सत्यमेव जयते

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226011
Government of India-Ministry of Railways
Research Design & Standards Organisation
Lucknow - 226011

No. MC/CONTR/RR

Dated: 05-7-2001

1. The Chairman & Managing Director (Engg.), Konkan Railway Corporation, Belapur Bhavan, Sector 11, CBD Belapur, Navi Mumbai - 400 614.

2. The General Manager (Engg.), Southern Railway, Park Town, Chennai – 600 003.

Sub: Final maximum permissible speed certificate for operation of Road-cum-Rail container trailer (Road Railer) at a maximum speed of 80 Km/h on Kolad-Cochin section of Konkan and Southern Railway.

1. M/s. Kirloskar Pneumatic Co., Pune have procured Road-cum-Rail Container Trailer units to Drawing No. CONTR/9208-SD/1, Alt. 1 under 'Own Your Wagon' Scheme. Railway Board vide their letter No. 91/M(N)/204/2 dated 08-9-93 have agreed for haulage of Road Rail system on Indian Railways.

1.1 The Road Rail system is a bi-modal mode of transport, which can be used on rail and road. The Road Railer chassis is of all welded construction with tare weight of 13.6 t and is provided with CASNUB high-speed bogie with suspension arrangement suitable for 20.30 t axle load. The bogies have been provided with 1000 mm dia. wheel and cartridge roller bearings. The bolster suspension has been provided with load proportional friction snubbing mechanism.

1.2 One prototype three-car unit of the Road Railer was subjected to oscillation trials on Pune-Lonavala section of Central Railway up to a maximum speed of 90 km/h. The results reported vide RDSO's Report No. MT-143 of July 1998, have indicated satisfactory riding of the Road Railer up to a maximum speed of 90 km/h.

1.3 Based on these results, a provisional speed certificate for operation of the Road Railer at a maximum speed of 80 km/h for the purpose of service trials was issued vide this office letter No. MC/CONTR/RR dated 9.6.99. The Road Railer was subjected to service trials from April to July 2000 on Nagpur-Mumbai section of Central Railway. The performance of the Road Railer was found to be satisfactory during service trials, as reported vide RDSO's Report No. CRR-K010 (August 2000).

2. Based on the above, it is certified that the Road-cum-Rail container trailer may be permitted to run up to a maximum speed of 80 km/h in empty condition and 75 km/h in loaded condition, subject to the following conditions:

2.1 Route

This speed certificate for road railer referred above is applicable for operation only for the specified route of Kolad-Mangalore-Cochin corridor.

2.2 Track

2.2.1 (a) The track shall be to a minimum standard of 52 kg. rails on sleepers to M+7 density and depth of ballast cushion below sleepers of 250 mm, which may consist of at least 100 mm clean ballast and the rest in caked up condition, on compacted and stable formation.

(b) For its operation on 90 R Rails with M+4 sleeper density and minimum depth of ballast cushion below sleeper of 200 mm (which should consist of at least 75 mm clean and rest in caked up condition) on compact and stable formation, the Road Railer may be permitted to run upto a maximum speed at which BOXN are already permitted at present. However, the Railways may impose such restriction of speed as deemed fit, based on the age and condition of track and the extent of rail fractures/weld failures occurring in the section.

2.2.2 For track of lower standard than that mentioned above, the Chief Engineer concerned shall decide the maximum permissible speed in terms of Railway Board's letter No.65/WDO/SR/26 dated 19/20-10-1966. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending on the local conditions.

2.2.3 The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual, 1986.

2.3 Bridges

2.3.1 The clearance in regard to bridges refers to standard design of girders, slabs, pipe, culverts, pier and abutments, etc. issued by RDSO for BGML, RBG & MBG – 1987 standard loading.

2.3.2 All other designs of superstructures and sub-structures are to be examined under the direction of the Chief Engineer concerned and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Bridge Sub-Structure and Foundation Code etc. read with up-to-date correction slips.

2.3.3 The clearance is subject to the following parameters of the rolling stock:

Maximum Axle Load	:	20.30 t
Maximum Braking Force	:	Not exceeding 10% of axle load
Height of CG above rail level	:	Not exceeding 1830.mm

2.4 Signaling

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

2.5 **General**

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

2.5.2 Road Railer when loaded with 2591 mm (8'-6") high and 2438 mm (8'-0") wide ISO container infringes the profile for maximum moving dimensions of 1929 as shown in diagram IA and others of BG metric schedule of dimensions 1973. These infringements have been condoned by Railway Board vide their letter No. 96/CEDO/SR/28 dated 25-9-96.

(A. K. SANWALKA)
Executive Director Standards (Motive Power)

DA: 1. Drg No. CONTR-9208-SD/1, Alt. 1.
2. Letter No. 96/CEDO/SR/28 dated 25.9.96.

Copy to:

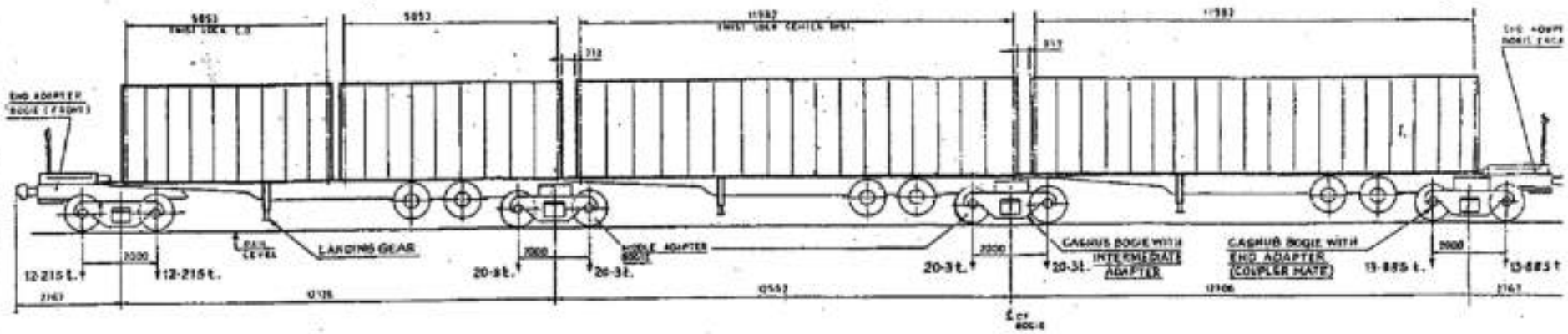
The General Manager (Mech./Optg.),

1. Konkan Railway Corporation, Belapur Bhavan, Sector 11, CBD Belapur, Navi Mumbai - 400 614.
2. Southern Railway, Park Town, Chennai – 600 003.
3. Secretary (Mech.), Railway Board, Rail Bhavan, New Delhi – 110 001.
4. M/s Kirloskar Pneumatic Co. Ltd., Hadapsar Industrial Estate, Pune-418 013.

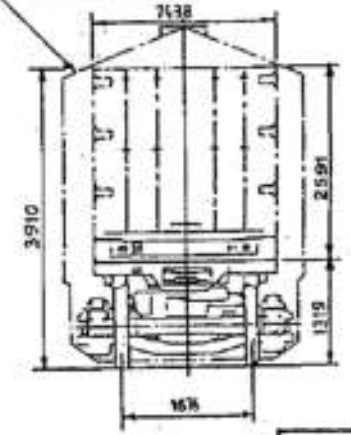
DA: Nil

(A. K. SANWALKA)
Executive Director Standards (Motive Power)

B/san/april 2001floopy/RR Final SS



MAX. MOVING DIMENSIONS OF EXISTING 'X' CLASS ENGINES



ROAD CUM RAIL CONTAINER TRAILER (B.G.)

ALT. 1 - REVISED 1994

CONTR-9208-SD

(रेलवे बोर्ड RAILWAY BOARD)

No.96/CEDO/SR/28. रेल भवन, नई दिल्ली-110001, दिनांक 19 . 1995
Rail Bhavan, New Delhi-110001, dated 25.9.96.

To,

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

P.I - See SN 185.

Sub: Movement of 2591 mm (8'-6") High ISO Containers on Road Railer System.

.....

With reference to your application No.CT/CONTR/BG/MG, Dt. 15.7.96, sent through the Chief Commissioner of Railway Safety, Lucknow, Ministry of Railway's sanction is hereby communicated for condonation of infringement to the maximum moving dimensions with reference to 1 A (modified) of the B.G. Schedule of dimensions involved in connection with movement of Road Railer loaded with ISO Container of 2438 mm (8'-00") width into 2591 mm (8'-6") height over B.G. system of Indian Railways where the X Class Locomotives are permitted.

As required the route over which the movement of Road Railer Loaded with ISO Container is to be restricted may please be referred to the Railways.

(V.K.AGARWAL)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.96/CEDO/SR/28. New Delhi, Dt. 25.9.96.

Copy forwarded for information to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226 001, with reference to his endorsement No.Q.17013/1/93-RS, Dt.26.8.96

(V.K.AGARWAL)
for Secretary Railway Board.

Please circulate

फैक्स/Fax : 91-0522-2452494
तार : 'रेलमानक' लखनऊ
Telegram : 'RAILMANAK' Lucknow
टेलीफोन/Tele: 2465773 (DID)

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. MW/CONTR/RR/EBD

Date: 09.01.2013

महा प्रबंधक (इंजी),
दक्षिण रेलवे, पार्क टाउन,
चेन्नई – 600 003.

विषय : Speed certificate for conducting Emergency Braking Distance trial of Road Railer type BAFRDR.

1.0 M/s Kirloskar Pneumatic Co., Pune have procured Road-cum-Rail container trailer units (Road Railer) type BAFRDR to drawing no. CONTR-9208-SD/1 Alt.II under "Own your wagon" scheme. Railway Board vide letter no. 91/M (N)/204/2 dated 08.09.93 have agreed for haulage of Road railer trains on Indian Railways.

2.0 The Road-cum-Rail container trailer (Road Railer) type BAFRDR to drawing no. CONTR-9208-SD/1 Alt.II with Casnub 22HS (modified) bogies (suspension 12 outer, 12 inner and 04 snubber springs in middle adapter arrangement while 08 outer, 08 inner and 04 snubber springs in end adapter arrangement) having maximum axle load 20.32t, 1000mm diameter wheels, spring loaded side bearer is a bi-modal mode of transport, which can be used both on rail and road. The road railer system makes possible the use of intercity transport by rail and pickup and delivery by road using the same vehicle. It is a multi-modal transport system containing capabilities of rail wagon and highway truck in one vehicle.

3.0 One prototype three-car unit of road railer was subjected to oscillation trials on Lonavala- Pune (Dn Line) section of Central Railway up to a maximum speed of 90kmph. The results as contained in RDSO's report no. MT-143 of July 1998, have indicated satisfactory riding and stability behavior of the road railer up to a maximum speed of 90 kmph.

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

5.0 Based on the results of satisfactory oscillation trials and service trials, the final speed certificate for operation of Road Railer type BAFRDR up to a maximum speed of 80 kmph in empty condition and 75 kmph in loaded condition had been

issued vide speed certificate no. MC/CONTR/RR dated 05.07.2001 for the specific route of Kolad-Cochin section of Konkan/S. Railway.

6.0 Subsequently, oscillation trials up to 110 kmph have been conducted on main line route of Lonavala- Pune (Dn Line) section of C. Railway on track maintained to C&M-I Vol.-I standard and a final test report no. MT-301, June 2001 has been issued. The test results indicate that Road Railer type BAFRDR has exhibited satisfactory riding and stability behavior characteristics up to a maximum speed of 110kmph.

7.0 To determine the Emergency Braking Distance of Road Railer type BAFRDR wagon to Drg. No. CONTR.-9208-SD/1 Alt. II in empty and loaded condition, it is proposed to conduct EBD trials at a maximum speed of 100 kmph in empty and loaded condition near Melpakkam yard in Chennai-Jolarpettai section, of Southern Railway subject to following conditions:-

7.1 Test Train and Procedure

To conduct the following trials, the test special shall consist of one WDM2/any suitable locomotive as hauling locomotive for which condonation has been obtained (if necessary) and speed certificate has been issued, one Oscillograph car ICF/LHB/IRY type, complete Road Railer Rake of overall length 632504mm (consisting 50 trailers having 49 middle bogies, 01 front and 01 rear bogie) and one brake van.

(a) Stationary Trials :

Stationary Braking Trials of test rake shall be conducted to record leakage rate, initial charging time and application characteristics including brake propagation rate during

(i) Emergency
(ii) Full Service
(iii) Minimum brake application

(b) Running Trials :

Running Braking Trials of a captive loaded test rake shall be conducted under different conditions of operation.

(i) Emergency Brake Application on level track.
(ii) Full Service braking on level track.
(iii) Partial brake application

7.1.1 Trials are required to be carried out both in empty and loaded conditions. It shall be responsibility of the M/s Kirloskar Pneumatic Co., Pune, to carry out loading/unloading of the wagons simulating the criteria laid down by RDSO.

7.2 Track

7.2.1 For empty condition:

The track shall be to a minimum standard of 90R rail on sleeper with M+4 density and minimum depth of ballast cushion below sleepers of 200mm, which may consists of at least 75mm clean and the rest in caked up condition on compact and stable formation.

7.2.2 For loaded condition

The track shall be to a minimum standard of 52 kg. (72UTS) rail on Sleepers to M+7 density and minimum depth of ballast cushion below sleeper of 250mm (which may consist of at least 100 mm clean and the rest in caked up condition on compact and stable formation.

7.2.3 Joggled fish plating of welds shall be done as per provisions of Para 6.4 and Para 6.6 of Chapter-6 of USFD Manual and Para 6.3 of AT welding Manual and policy instructions of Railway Board. Fish plating of Rail shall also be ensured as per Para 251 of IRPWM.2004 regarding maintenance of rail joints.

7.2.4 Railway shall ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Chapter-III of IRPWM-2004 regarding permanent way renewals.

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

7.3 Bridges

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

7.3.2 Superstructures & bearing of non-standard spans including Arches and sub-structures of all bridges shall be examined under the direction of the Chief Bridge Engineer concerned and certified safe by him in terms of current IRS Bridge Rules, Steel Bridge Code, Concrete Bridge Code, Arch Bridge Code, Bridge Sub-Structures and Foundation Code etc. read with up-to-date correction slips.

7.3.3 The clearance is subject to the following parameters of Road Railer Trailer wagon type BAFRDR

(i)	Maximum axle load (loaded)	- 20.32 t.
(ii)	Maximum axle load (Empty)	- 3.15 t.
(iii)	Maximum C.G height from Rail level (loaded)	- 1204.5 mm
(iv)	Maximum C.G height from Rail level (Empty)	- 779 mm
(v)	Maximum braking force at Rail level /axle	- 10 % of axle load

7.3.4 Location of bridges on which speed restrictions have been imposed shall be notified by the Railway and incorporated in the working timetable.

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

7.3.6 Specific restrictions are applicable as mentioned in relevant speed certificates of hauling single/multiple locomotives issued by RDSO.

7.4 Signaling

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

7.4.2 While running through a station, speed of the test train shall be restricted to the maximum permissible speed as per standard of interlocking provided at the station.

7.4.3 The driver of the test train and the supervisory official present in the driver's cabin shall so conduct the trial run that the speed is regulated and the test train is able to stop short of a stop signal at danger.

7.4.4 Suitable telephonic or walkie-talkie communication between guard & driver shall be provided.

7.4.5 The condonation regarding infringements in schedule of dimensions shall be obtained in accordance with local conditions, before movement.

7.5 Rolling Stock

7.5.1 The locos shall have dynamic brakes in working order and as far as possible. Dynamic brake may be used for controlling the speed.

7.5.2 Before initiating the trials, CME of the Railway shall certify the track worthiness and safety of the rolling stock.

7.5.3 Brakes of Locomotive and Road Railer shall be in good working order during the trials.

7.6 General

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

7.6.2 Gatemen at level crossing occurring within the test stretch which are not connected to the station by phone, shall be informed in advance of the date and approximate time of the trial run over the level crossings.

7.6.3 After every test run at speed in excess of the maximum permissible sectional speed, resumption of public carriage of passengers and freight on that particular portion of the track may be permitted at maximum permissible sectional speed of the section, after the section is inspected and certified by an official, not lower than the rank of AEN/PWI incharge of the section, on foot plate of a locomotive or on a motor trolley following the test train. However, wherever rear window inspection facility is available on the test train, the officer concerned can do the rear window inspection on the last run of the test train, in every block of testing, for certifying fitness of the section.

7.6.5 WDM2 Locomotive infringes clause 11(*ii*) and 12 of chapter-IV (C) of BG schedule of Dimensions (1973) and side slopes at top of the profile to maximum moving dimensions of 1929. Railway board have condoned these infringements vide letter no. 80/WDO/SR/29 dated 3-12-80.

7.6.6 The Oscillograph Car has the design of IRY shell fitted with IR-20 bogie that has similar design of shell and bogie to IRY AC Chair Car and IRY AC Generator Car. IRY AC Chair Car and IRY AC Generator Van with 21770 mm length of the body and 12330 mm maximum distance apart between any two adjacent axles, infringes clause 19(b) and 22 of Chapter IV (A) of BG Metric Schedule of Dimensions,1973. Railway Board vide their letter No. 93/CEDO/SR/15 dated 23-12-1993 has condoned these infringements.

7.6.7 Profile of EOG Oscillograph car LHB variant coach is same as that of LHB AC EOG variant coaches (other than ACCN) with 23540 mm length over body and 12340mm maximum distance apart between any two adjacent axles which infringes clause 13(b).16,17,19(b),20(b),21(b),22 & 32(b) of chapter IV(A) of BG Schedule of Dimensions,1973 reprint. These infringements of LHB AC EOG variant coaches have been condoned by Railway Board vide their letter No. 97/CEDO/SR/3 dated 07-02-1997.

7.6.8 The profile of Oscillograph car fitted with all coil ICF bogies, does not infringe to clauses of Chapter IV (A) of Indian Railway Schedule of Dimensions B.G. Revised, 2004.

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

8.0 It is certified that the test train as indicated in para 7.1 may be permitted to run in empty and loaded condition up to a maximum speed of 100 kmph, on the test section as indicated in para 7.0 for trial purposes only subject to the conditions specified above.

9.0 Necessary CRS sanction, Joint safety certificate, Bridge certificate and Track Certificate for conducting these trials shall be obtained and communicated to Director General (Testing), RDSO, Manak Nagar, Lucknow-226011.

संलग्नक: (i) Drg. No. CONTR.-9208-SD/1 Alt. II
(ii) Letter No. 96/CEDO/SR/28 Dated 25-09-1996.

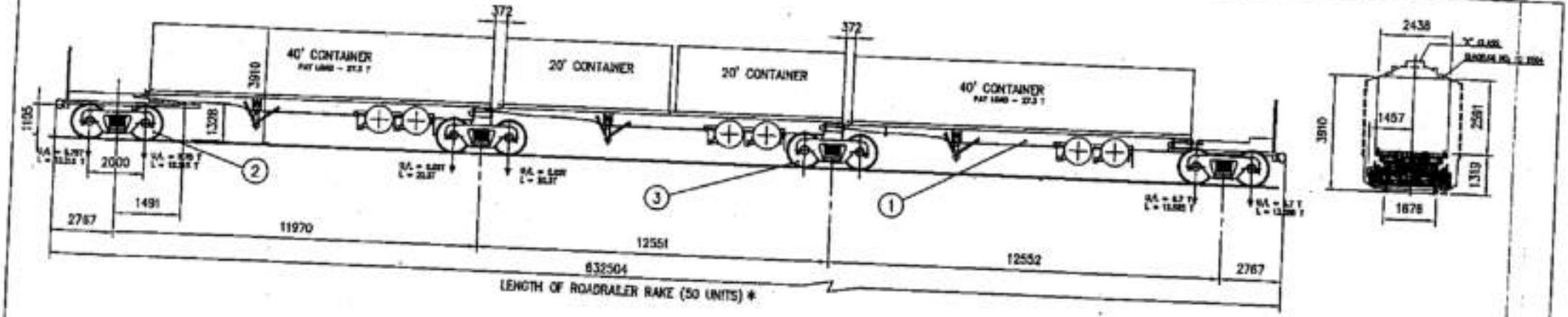
(राजीव विश्नोई)
वरि० कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

(1) सचिव (यांत्रिक/इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001
(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001
(3) महा प्रबंधक (यांत्रिक/यातायात/संकेत एवं दूरसंचार),
दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.

संलग्नक: (i) Drg. No. CONTR.-9208-SD/1 Alt. II
(ii) letter No. 96/CEDO/SR/28 Dated 25-09-1996.

(राजीव विश्नोई)
वरि० कार्यकारी निदेशक मानक/चालन शक्ति



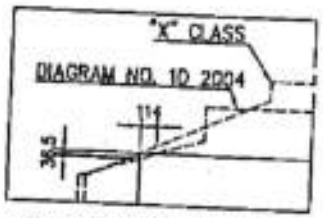
MAXIMUM PERMISSIBLE WEIGHTS IN TONNES

	PER UNIT	UNITS/TRAIN	TOTAL
TARE WEIGHT OF BOGIE	FRONT 9.27	1	361.54
	MIDDLE 7.00	49	
	REAR 9.27	1	
TARE WEIGHT OF TRILER	6.30	50	315.00
PAY LOAD* ON TRAILER CHASSIS	27.30	50	1365.00
GROSS LOAD			2041.54
AXLE LOAD			23.32 T.
C.G. FROM R.L.	EMPTY		779 MM
C.G. FROM R.L.	LOADED		1204.5 MM

*PAY LOAD INCLUDES CONTAINER TARE WEIGHT

SR.NO	BOGIE DATA (TARE) - (BASIC BOGIE CASNUB 22 - HS)	MM
1	HT. OF BOTTOM BOGIE FRAME FROM FROM R.L. AT CENTRE	165 MM
2	DISTANCE FROM R.L. TO TOP OF TOP PIVOT	A
3	DISTANCE FROM R.L. TO TOP OF SIDE BEARER	B
4	HEIGHT OF SPRINGS	C
5	WHEEL DIA. ON TREAD	1000
6	WHEEL DIA. ON TREAD CONDEMNING SIZE	940
7	DIA OF WHEEL SEAT	240
8	JOURNAL CENTRES	2260
9	JOURNAL SIZE	144 X 278

	END ADAPTER BOGIE	MIDDLE ADAPTER BOGIE
A	873 MM	868 MM
B	887 MM	882 MM
C	253 MM	247.8 MM



EXPLOADED VIEW OF INFRINGEMENT

SL NO.	DRG. NO.	RR RAKE - DESCRIPTION	QTY.
1	7550000050	20' / 40' CHASSIS INDIA ROADRAILER	50
2	7582000050	UNIVERSAL ADAPTER ARRANGEMENT	2
3	7563000050	MIDDLE ADAPTER ARRANGEMENT	49

* LENGTH IS EXCLUDING LOCO AND BRAKE VAN

ALT. II - DT. 08/12 MND 10 - 2004 - ADDED
LOAD DATA - ADDED
BOGIE DATA - ADDED
RR RAKE DESCRIPTION - ADDED

ROAD CUM RAIL CONTAINER TRAILER (B.G.)

CONTR.-9208-SD/1

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

SN 189/1

No.96/CEDO/SR/28. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19 1995
25.9.96.

To,

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

P.I-See SN 185.

Sub: Movement of 2591 mm (8'-6") High ISO Containers on Road Railer System.

.....

With reference to your application No.CT/CONTR/BG/MG, Dt. 15.7.96, sent through the Chief Commissioner of Railway Safety, Lucknow, Ministry of Railway's sanction is hereby communicated for condonation of infringement to the maximum moving dimensions with reference to 1 A (modified) of the B.G. Schedule of dimensions involved in connection with movement of Road Railer loaded with ISO Container of 2438 mm (8'-00") width into 2591 mm (8'-6") height over B.G. system of Indian Railways where the X Class Locomotives are permitted.

As required the route over which the movement of Road Railer loaded with ISO Container is to be restricted may please be referred to the Railways.

(V.K.AGARWAL)
Exec. Dir. Civil Engg.(G)
Railway Board.

No.96/CEDO/SR/28. New Delhi, Dt. 25.9.96.

Copy forwarded for information to the Chief Commissioner of Railway Safety, 16-A, Ashok Marg, Lucknow - 226 001, with reference to his endorsement No.Q.17013/1/93-RS, Dt.26.8.96

Pl advise cc mr. Iviz

(V.K.AGARWAL)
for Secretary Railway Board.

सदस्य इंजीनियरिंग, रेलवे बोर्ड
और पदेन सचिव,
भारत सरकार
रेल मंत्रालय
नई दिल्ली – ११० ००१
MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

सुबोध जैन
SUBODH JAIN

D.O. No. 2007/CEDO/SD/IRSOD/O **Dt: 19.02.2014**

My Dear Sood

Sub : Height of passenger platforms at suburban stations.

It has been decided by the Board vide letter, dated 19.02.14 that the maximum height of passenger platforms in Mumbai Suburban sections, where EMUs are under operation, is raised to 920mm from rail level and minimum height is accordingly raised from the existing range of 760mm - 840mm to 840mm - 920mm.

The repair and relaying of platforms surfacing is a routine maintenance activity and, therefore, wherever re-surfacing of platform is to be undertaken, it should be raised upto the new stipulation of 920mm.

At the first instance, all the platforms where the existing height is less than 840mm, should be undertaken for re-surfacing and raised to 920mm. This activity should normally be charged to the Revenue Grant and for platforms having level less than 840mm, but surface is in good condition, case be sent to Railway Board with due justification for inclusion in Works Programme.

With best wishes.

Yours sincerely

19.2.14.

(Subodh Jain)

Enclosures / As above

Shri S.K. Sood,
General Manager,
Central Railway,
Mumbai, CST.

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

Yours Sincerely

42

सत्यमेव जयते

सुबोध जैन
SUBODH JAIN

सदस्य इंजीनियरिंग, रेलवे बोर्ड
और पदेन सचिव,
भारत सरकार
रेल मंत्रालय
नई दिल्ली–११० ००१
MEMBER ENGINEERING, RAILWAY BOARD
&
EX-OFFICIO SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

D.O. No. 2007/CEDO/SD/IRSOD/O **Dt: 19.02.2014**

My Dear Hemant Kumar

Sub : Height of passenger platforms at suburban stations.

It has been decided by the Board vide letter, dated 19.02.14 that the maximum height of passenger platforms in Mumbai Suburban sections, where EMUs are under operation, is raised to 920mm from rail level and minimum height is accordingly raised from the existing range of 760mm - 840mm to 840mm - 920mm.

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With best wishes.

Yours sincerely

19.2.14.

(Subodh Jain)

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature
तारीख

Enclosures / As above

Shri Hemant Kumar,
General Manager,
Western Railway,
Mumbai.

all

Please issue for Govt.

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.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
परिपत्र/पत्र/नोटिस जारी
Issue with Enclosure
हस्ताक्षर
Signature.....

(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.

Please issue fair letter
Alok 19.02.14

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 draft proposal for suitable modification & resultant ACS to IRSOD for approval of Board.

DA : As above

19.02.14

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

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

Please issue fair letter
Sharda
19-02-14

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

सं. 2014/CEDO/SR/02 New Delhi, Dated 18.02.2014

The General Manager,
South Western Railway,
Hubli.

विषय : 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.

संदर्भ : S.W. Rly's letter no. SWR/W.438/RS/RBMV, dated 22.05.2013

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated 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, subject to terms and conditions as given in RDSO's Speed Certificate and South Western Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments as under :

- "Railway should further process to increase permissible speed upto 105kmph, after carrying out oscillation trials by RDSO."

(आलोक कुमार) 18.2.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SR/02 New Delhi, Dated 18.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.11017/01/2013-14- T.W., dated. 03.01.2014.
2. General Manager, All Indian Railways (except South Western Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDTk/Machine, Railway Board, New Delhi.

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

c/c

(आलोक कुमार) 18.2.14
कृते सचिव, रेलवे बोर्ड

Court Case - Immediate

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

No. 2014/CE-I/CT/SLP/3

New Delhi, dated 14.02.2014

The General Managers,
Central Railway, Mumbai.
Western Railway, Mumabi.

विषय : Public Interest Litigation No. 06/2014 before Hon'ble High Court of Bombay High Court on its own v/s Union of India & Ors.

संदर्भ : CR's letter no. G.382/PIL/6/2014/Law/2014 dated 22.01.2014.

***

Kindly refer to CR's letter under reference on the subject mentioned above.

As required by the Railway, it has been decided by Board to engage Shri Suresh Kumar, Standing Railway Counsel for the Railways, on behalf of Chairman and Secretary, Railway Board. Accordingly, Vakalatnamas signed by them have already been sent to Shri R.B. Khanna, Sr. Law Officer/Central Railway on 13.02.2014.

It has also been directed by Board (CRB) for formation of a core team of Executive Directors from Mechanical, Electrical and Civil Engineering Directorates. The same scenario shall be at the Railways/PSUs level also.

It is, therefore, advised that Central Railway may coordinate for both, Western Railway and Central Railway as well as MRVC and KRCL, by taking necessary inputs from all the parties involved and arrange to furnish the latest status of the case alongwith action taken on the matter urgently to this office for further necessary processing.

Necessary feedback and input of the Committees may be advised to Board.

(आलोक कुमार) 14/2/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

Issue Pl.
Pawan
14/2/14

O/C -

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

सं. 2014/CEDO/SD/02 New Delhi, Dated 07.02.2014

The General Manager,
All Indian Railways

The Director General
RDSO, Manak Nagar,
Lucknow

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal/OHE Structures.

संदर्भ : Board's letter of even no. Dated 06.02.2014 (copy enclosed).

Note (d) & note (c) below Para 1 of Chapter I & Chapter II of IRSOD states that :

"OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearance mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions/ structures/foundation, as the case may be".

While approving one of the condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the signal structures, Board have desired that :

"(i) RDSO to finalise a suitable design for signal post or a gantry for signals across the track.

(ii) In future, Railways shall ensure prior clearance of Open line Engineering Officers w.r.t. foundation plans of Signalling and OHE structures in yards."

In view of above, RDSO should re-design OHE/Signal foundation, so that increase in track centres may not be required and further infringement of condonation cases w.r.t note (d) & note (c) below Para 1 of Chapter I & Chapter II of IRSOD respectively, gets eliminated.

7.2.14

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

Copy for information & necessary action to :

1. Sr.ED/Signal, Sr.ED/TI & ED/Track-I, RDSO, Lucknow.
2. Adv/Signal & Adv/RE, Railway Board, may issue instructions/drawings to lower foundation level/use of portals in such sitiation.

Please Issue Please
07.02.14

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

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

सं. 2014/CEDO/SD/02 New Delhi, Dated 06.02.2014

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar-Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway.

संदर्भ : Western Rly's letter no.WNC/CRS/AKV-RAJ, dated 16.01.2014

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar - Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) 'BCM' working shall be restricted only to locations where infringements to signal foundations exist in Ankleshwar - Raj Pipla *section of Vadodara Division of Western Railway".*

(आलोक कुमार) 6/2/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SD/02 New Delhi, Dated 06.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/02/2013-14-T.W., dated 28.01.2014.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/28, dated 16.01.2014
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

(आलोक कुमार) 6/2/14
कृते सचिव, रेलवे बोड

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

सं. 2011/CEDO/SR/15/O/Vol.I New Delhi, Dated 07.02.2014

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

विषय : Review of provisions of Para 4.3(7) of IR's Policy Circular No. 7- reg. Addendum & Correction Slip (ACS) No. 1 to PC-7

संदर्भ : Railway Boards letter no. 2011/CEDO/SR/15/O, dated 08.10.2012.

Please find enclosed herewith, Board's letter of even no. dated 16.12.2013 wherein Commission was requested an early reply with valuable considered views.

Commission may kindly expedite the reply, so that it may be finalised and approved by Railway Board accordingly.

DA : as above

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

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

Please issue fair letter.
07.02.14

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

सं. 2011/CEDO/SR/15/O/Vol.I

New Delhi, Dated 16.12.2013

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

विषय : Review of provisions of Para 4.3(7) of IR's Policy Circular No. 7- Proposed Addendum & Correction Slip (ACS) No. 1 to PC-7.

संदर्भ : Railway Board's letter no. 2011/CEDO/SR/15/O, dated 08.10.2012.

1. Vide above reference, Policy Circular No. 7 on the subject of "Opening of Section And Sanctioning of Sectional Speed on Indian Railways" was issued with the approval of Board (MM, ML, MT, ME & CRB) after examination by Advisor/Safety and in consultation with CCRS.

2. In terms of references received from Zonal Railways w.r.t. provisions of Para 4.3(7) of Policy Circular no. 7, the matter has been examined in Board. Since as per Clause 4(2) of The Railway Act 1989, *"The General superintendence and control of Zonal Railway shall vest in the General Manager"*, Board have considered modification to the existing provisions in the form of Addendum & Correction Slip (ACS) No. 1 to PC-7 as under :

Existing Provisions *(Para 4.3(7)) of PC-7*	**Proposed Modifications to Provisions** *(Para 4.3(7)) of PC-7*
Item 4.3(7) - Submission of Safety and other Certificate, at page 5 of PC-7 :	**Item** 4.3(7) - Submission of Safety and other Certificate, at page 5 of PC-7 :
(7) With addition to above documents, it shall be ensured by the Chief Engineer (Construction) in charge of the project that sanction of staff as per Railway Board's laid down approved formulae & yardstick/norms for all related categories of staff (e.g. currently	(7) With a view to ensure safety, Ministry of Railways, Railway Board have issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets, and these are updated from time to time. The latest such instructions are to be referred when needed. However, as per Clause 4(2) of The Railway Act 1989, *"The General superintendence and control of a Zonal Railway shall vest in the General Manager"*. Therefore, the responsibility of making available with the field units all requisite arrangements, including manpower either through departmental means or through suitable

approved MOM for Trackmen etc. is available before applying for opening of section for regular operation of goods/passenger trains. A Certificate to this effect shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above	contractual agencies as the case may be, for maintenance of all assets so as to ensure safe running of trains lies with the General Manager. These aspects shall be duly taken into account by Railways while making arrangements for regular maintenance and applying to CRSs for opening of section. The details of arrangements required and being made available for maintenance, duly approved by General Manager, shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above.

3. Contents of the above draft Addendum & Correction Slip (ACS) No. 1 to PC-7 have been examined and consented by AM/CE & Adv./Safety and Board have viewed that approval to the proposed modification would be accorded after consulting CCRS.

4. It is, therefore, requested that CCRS may kindly give his valuable advice as consultation to the above mentioned proposed modification to Para 4.3(7) of Policy Circular no. 7. An early reply with the valuable considered views is requested please, so that it may be finalised and approved by Railway Board accordingly.

(आलोक कुमार) 16.12.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड
कृते सचिव, रेलवे बोर्ड

O/C

17/12/13

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

सं. 2011/CEDO/SR/15/O/Pt.I New Delhi, Dated 07.02.2014

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

विषय : Increase the sectional speed upto 110 kmph in the sections, already opened by CRS.

Please find enclosed herewith, Board's letter of even no. dated 01.01.2014 wherein Commission was requested an early reply with valuable considered views.

Commission may kindly expedite the reply, so that Railway may be advised to take action accordingly or Railway Board may process for modification to the provisions of Para 4.08(1)(a) of IR's General Rules,1976.

DA : as above

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

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

O/C

Please Issue Fair letter
07.02.14

S. No. 21

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

सं. 2011/CEDO/SR/15/O/Pt.I

New Delhi, Dated 01.01.2014

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

विषय: Increasing the sectional speed upto 110 kmph in the sections, already opened by CRS.

1. In terms of provisions of Para 10.1 of IR's Policy Circular no.7, PCEs of the Zonal Railways were authorized to increase the sectional speed upto 110 kmph by following all the procedures with documents, as required to be submitted to CRS for opening of sections in respect of those sections, which have already been opened by CRS.

2. It has been reported by W.C. Railway that CRS/Central Circle in his letter, dated 22.01.13, had observed as under :

"Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110kmph. Instructions issued vide WCR letter no. W-HQ/311/Br./CRS/Speed Raising (ET-JBP)/332, dated 11.01.2013 should be withdrawn."

3. Therefore, as pointed out by CRS/Central Circle, Para 4.08 (1)(a) of IR's General Rules, 1976 doesn't permit the Zonal Railways to accord any sanction for increase of sectional speed unless otherwise approved through special instructions (by CRS).

4. The contention of Railways in this regard was not to dilute the institution or powers of CRS, but to facilitate utilization of the investments on various assets (e.g. track, signaling system etc.) in those sections, where CRS had already permitted train operation.

5. Since now track structures with PSC sleepers and 52/60 kg rails have good potential for higher speed and signaling systems have also accordingly been improved, it was considered appropriate that for the sections, already opened by CRS, the speed potentials of such sections, upto an upper limit of 110 kmph, may be approved by Zonal Railways and that too, only after following all the procedure which is followed by CRS while opening a section. However, for permitting speed beyond 110 kmph, the Zonal Railways will have to necessarily apply through CRS for increase of sectional speed in terms of provisions contained in Para 10.2 & 10.3 of Policy Circular 7.

27/1/01/14

01/2

6. Under these circumstances, two options are possible for implementation of the spirit of utilization of potential of investment for improvement to track and signaling system etc. upto an upper limit of 110 kmph speed :

(i) Either the provisions of Para 4.08 (i)(a) of GR may be modified as under :

Existing	Proposed
4.08 **Definitions** - In these rules, unless the context otherwise requires, -	4.08 **Definitions** - In these rules, unless the context otherwise requires, -
(1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions.	(1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions. However speed of a section already sanctioned under Approved Special Instructions may subsequently be increased by Railway Administration upto a limit to be laid down by Railway Board, after ensuring adequate track and signalling system parameters as may be prescribed by Railway Board.

Or Alternatively,

(ii) CRSs may be suitably directed to continue permitting Zonal Railways to utilize the provisions of Para 10.1 of PC no. 7 in all cases, except where the CRS has very specifically mentioned in his authorization that even for speed upto 110 kmph, Railway will have to apply afresh to the concerned CRS.

7. In view of above, it is requested that consent to any one of the above two options may kindly be given, so that Railways may be advised to take action accordingly or Railway Board may process for modification to the provisions of Para 4.08 (1)(a) of IR's General Rules, 1976, as mentioned above in Para 6.

8. This issues with approval of Board (ME).

WISH YOU ALL A VERY HAPPY NEW YEAR

01/01

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

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

सं. 2013/CEDO/SD/23

New Delhi, Dated 06.02.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal/OHE Structures.

संदर्भ : Board's letter of even no. Dated 22.01.2013 (copy enclosed).

Note (d) & note (c) below Para 1 of Chapter I & Chapter II of IRSOD states that :

"OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearance mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions/ structures/foundation, as the case may be".

While approving one of the condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures, Board has desired that :

"RDSO to finalise a suitable design for signal post or a gantry for signals across the track."

In view of above, it is desirable that RDSO may re-design OHE/Signal foundation, so that increase in track centres may not be required and further infringement of condonation cases w.r.t note (d) & note (c) below Para 1 of Chapter I & Chapter II respectively, gets eliminated.

(आलोक कुमार) 06.
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information & necessary action to :

1. Sr.ED/Signal, ~~Sr.ED/TI & ED/~~ Track-I, RDSO, Lucknow.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक संख्या जारी
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हस्ताक्षरी / Signatory.....
जारी की तिथि
Date of Issue.....

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

The General Manager,
North Western Railway,
Jaipur

विषय : Condonation of infringements to IRSOD for adoption of lesse horizontal clearances for the Signal Structures on S Ganganagar - Hunumangarh section of Bikaner Division of Nort Western Railway.

संदर्भ : N.W.Rly's letterno.CAO/C/JP/415/SGNR-HMH, dated 14.11.13

With reference to the above referred application, sent through the Chie Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways Railway Board is hereby communicated for condonation of infringements t IRSOD for adoption of lesser horizontal clearances for the Signal Structure on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Weste Railway, as shown in Form -XVII and drawing, accompanying above referrec letter with Board's comments as under :

"(i) 'BCM' working shall be ensured at locations where infringements t signal foundations do not exist".

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/01/2013-14-T.W., dated 26.11.13.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/1220, dated 19.11.13
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

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

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2014/CEDO/SD/01 New Delhi, Dated 06.02.2014

The General Manager,
Western Railway,
Churchgate, **Mumbai.**

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Bharuch - Dahej Gauge Conversion project of Vadodara Division of Western Railway.

संदर्भ : Western Rly's letter no. RVNL/Mumbai/BH-DH/GC/Condonation, dated 15.01.2014

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures (at Tham, Samni, Vagra, Pakhajan, Dahej & Chavaj stations) on Bharuch - Dahej Gauge Conversion project of Vadodara Division of Western Railway, as shown in Form - XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) 'BCM' working shall be restricted only to locations where infringements to signal foundations exist in Bharuch - Dahej GC project of Vadodara Division of Western Railway".

(आलोक कुमार) 6/2/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SD/01 New Delhi, Dated 06.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/04/2013-14-T.W., dated 28.01.2014.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/38, dated 22.01.2014
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

O/C

Please issue fax letter, Office

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
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दिनांक 6/2/14
पृष्ठ 2

(आलोक कुमार) 6/2
कृते सचिव, रेलवे बोर्ड

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

सं. 2014/CEDO/SD/02 New Delhi, Dated 06.02.2014

The General Manager,
Western Railway,
Churchgate, **Mumbai.**

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar-Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway.

संदर्भ : Western Rly's letter no.WNC/CRS/AKV-RAJ, dated 16.01.2014

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at Ankleshwar station yard of Ankleshwar - Raj Pipla Gauge Conversion project of Vadodara Division of Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) 'BCM' working shall be restricted only to locations where infringements to signal foundations exist in Ankleshwar - Raj Pipla *section of Vadodara Division of Western Railway".*

(आलोक कुमार) 6/2/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SD/02 New Delhi, Dated 06.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/02/2013-14-T.W., dated 28.01.2014.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/28, dated 16.01.2014
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

O/C
Issue Fair Letter.
Dy. Dir. Estt.
6/2/14.

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

(आलोक कुमार) 6/2/14
कृते सचिव, रेलवे बोड

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

सं. 2014/CEDO/SD/03 New Delhi, Dated 06.02.2014

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at RTM, NGW, RNJ, BNG & GPX stations yard of Ratlam - Fatehabad Gauge Conversion project of Ratlam Division of Western Railway.

संदर्भ : Western Rly's letterno.WNC/360/CRS/RTM-FTD,dated 30.12.13

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures at RTM, NGW, RNJ, BNG & GPX stations yard of Ratlam - Fatehabad Gauge Conversion project of Ratlam Division of Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) *'BCM' working shall be restricted only to locations where infringements to signal foundations exist in* Ratlam - Fatehabad Gauge Conversion project of Ratlam Division of Western Railway

(आलोक कुमार) 6/2/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2014/CEDO/SD/03 New Delhi, Dated 06.02.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/03/2013-14-T.W., dated 28.01.2014.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/1290, dated 01.01.2014
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

d/c
Issue dak letter
Dy.Adv
06.02.14

रेल मंत्रालय Ministry of Railways Railway Board Enclosure 6/02/14

(आलोक कुमार) 7/2/14
कृते सचिव, 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 03.02.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

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

Ref : AGM/CR, Letter no. G.382/PIL/6/2014/Law/2014, dated 22.01.14.

In continuation to Board's letter of even no. dated 27.01.2014, please find enclosed herewith a copy of AGM/CR, letter no. G.382/PIL/6/2014/Law/2014, dated 22.01.14, which self is explanatory.

You are, therefore, once again requested to get the matter re-examined and send RDSO's comments/recommendations regarding modification to IRSOD to Board for further necessary action, if any, or otherwise inform accordingly.

03.02.14
(V.S.Yadav)
ADE/Civil
Ministry Of Railways, Railway Board, New Delhi

Copy for information to :
1. GM, Central Raiway, Mumbai, CST.
2. ED/Track-I, RDSO, Lucknow.

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

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

No.2007/CEDO/SD/IRSOD/O New Delhi, Dated 27.01.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

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

Ref : GM/CR, D.O. Letter no. W.104.P.sd.P/F/Height, dated 16.12.13.

In continuation to Board's letter of even no. dated 20.12.2013, please find enclosed herewith a copy of GM/CR, D.O. letter no. W.104.P.sd.P/F/Height, dated 16.12.13, which self is explanatory.

Even after one month, no reply from RDSO has been received.

You are, therefore, once again requested to get the matter re-examined and send RDSO's comments/recommendations regarding modification to IRSOD to Board for further necessary action, if any, or otherwise inform accordingly.

(आलोक कुमार) 27.1.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information to :

1. GM, Central Raiway, Mumbai, CST.
2. ED/Track-I, RDSO, Lucknow.

O/C

28/1/14

रेल मंत्रालय
Ministry of Railways
रेलवे Railway Board
आ... तिथि मारी
Issue... Enclosure
हस्ता...
Signature .....
जारी ... तिथि
Date of ...ssue.....

27.01.14

भुवनेश प्रकाश खरे
महाप्रबंधक
B. P. KHARE
General Manager

मध्य रेल, छत्रपति शिवाजी टर्मिनस,
मुंबई - 400 001.
CENTRAL RAILWAY
CHHATRAPATI SHIVAJI TERMINUS,
MUMBAI - 400 001.

DO No.W.104.P.sd.P/F/Height

Date: 16.12.2013

Dear Shri Jain,

Sub: Raising of height of Passenger Platforms in Suburban Section of Mumbai.
Ref: Central Railway's letter of even No. dated 24.04.2013.

.....

The Schedule of Dimension (SOD) prescribes the height of passenger platforms of BG sections between 760mm to 840mm for normal ICF EMU stock with conventional springs. Thus height of the platforms as prescribed is the same for straight track as well as curve track. Recently the EMU stocks with air spring have been introduced on Central Railway. The air springs have very little compressibility when the stock is in fully loaded condition.

There is a large difference on the platform level and floor level of EMU coaches, which is highly inconvenient to suburban commuters. A large number of complaints have been received from passengers and public representatives. This problem is further aggravated in the EMU rakes fitted with air springs. The platforms which are located on the outside of the curve, the gap becomes still large.

Considering the gravity of the problems and inconvenience faced by the commuters, it is requested to reconsider and approve modification to SOD provision by allowing increase in height of platform from present 840mm to 920mm in following cases:-

- Platforms which are located on straight track or on outside of the curve or inside of the curve up to 2 degree curvature, this provision will be applicable on those platforms where EMU stock with air spring is plying.

आदर

Yours sincerely,

(B.P. Khare)

Shri S. K. Jain
Member Engineering
Railway Board
New Delhi-110001

T (O) 64000 (RLY), (O) +91-22-2262-1200 Fax (O) +91-22-2262-4555• email: gm@cr.railnet.gov.in

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

The General Manager,
North Western Railway,
Jaipur

विषय : Condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Western Railway.

संदर्भ : N.W.Rly's letterno.CAO/C/JP/415/SGNR-HMH, dated 14.11.13

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) 'BCM' working shall be ensured at locations where infringements to signal foundations do not exist".

(आलोक कुमार) 22.01.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/23 New Delhi, Dated 22.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11024/01/2013-14-T.W., dated 26.11.13.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/1220, dated 19.11.13
3. The Director General, RDSO, Manak Nagar, Lucknow; for taking necessary action w.r.t. re-designing of foundation of signal structures etc., so that BCM working on track does not remain restrictive.

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

(आलोक कुमार) 22/1/14
कृते सचिव, रेलवे बोर्ड

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

No.2012/CEDO/SD/IRSOD/O New Delhi, Dated 20.01.2014

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD,2004 ,w.r.t. clarification on ACS-9

Ref : SWR's letter no. SWR/W.573/Status/Misc, dated 17.01.2014.

Vide letter referred above (copy enclosed), SWR has sought to review and withdraw the following amendment which were stipulates for increasing the track centres equal to the width of the signal post vide note(c)as follows :

"OHE mast and Signal post shall not prefererably be provided in between tracks. However, under unavoidable circumstances, the clearance mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions/structures/foundation, as the case may be."

However, it is seen that previously stipulated track centre of 5.3m satisfied the condition that any isolated structure in the yard should be atleast 2.36m away from center line of the track.

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

(आलोक कुमार) 20.1.14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information to :

1. GM, SWR, Hubli-580 023.
2. ED/Track-I, RDSO, Lucknow.

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

Please issue this letters.
20/1/14

SOUTH WESTERN RAILWAY
Headquarters' Office,
Works branch, Club Road,
Keshwapur, Hubli – 580 023.

No. SWR/W.573/Status/Misc Dated: 17th Jan. 2014

Executive Director CE (G),
Railway Board,
New Delhi.

Sub:- Minimum distance centre to center of track – reg.

In terms of Para 1(ii) of Chapter II (Station Yard – spacing of tracks) of SOD, the minimum distance between center to center of track for new works / additions to existing work is defined as 5.3M.

Further, vide addendum / corrigendum No.9, it has been stipulated vide Note (c) that OHE mast and signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the distance mentioned in Para 1(ii) above shall be increased by equal to the width of such provisions / structures / foundation as the case may be.

The approx. width of signal post is 0.5M. Thereby, if a signal post is proposed to be provided between two tracks, the center to center distance between the tracks works out to 5.8M. This results in increase in every cross over length in the yard by about 6M.

It has been represented by CAO/CN/BNC that the increase in track centers will result in increase in over all length of the yard thereby resulting into regrading of the approaches.

Most of the yards on this Railway have been converted from MG to BG and there are many stations having steep gradient of the order of 1in100 immediately beyond yard limits. Further, the existing yard are laid in such a way that the margin to increase the yard length does not exists and any increase in yard length results in extensive regrading of approaches, which is a difficult proposition as the regrading of existing track cannot be done without diversion and adds to the overall cost of project.

It is seen that previously stipulated track center of 5.3M satisfies the condition that any isolated structure in the yard should be atleast 2.36M away from the center line of the track.

In view of the above, Board are requested to review and withdraw the above amendment which stipulates for increasing the track centers equal to the width of the signal post.

17.01.2014

A. K. Malik
CPDE/SWR/UBL

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

सं. 2013/CEDO/SD/22 New Delhi, Dated 17.01.2014

The General Manager,
North Western Railway,
Jaipur

विषय : Condonation for existing infringing gradient of 1 in 100, 1 in 147 and 1 in 207 grades (steeper than 1 in 260) at Ajmer Yard of Ajmer Division of North Western Railway.

संदर्भ : N.W.Rly's letterno.HQ/W/420/2/3/SOB/Ajmer Yard, dated 19.6.13

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for existing infringing gradient of 1 in 100, 1 in 147 and 1 in 207 grades (steeper than 1 in 260) at Ajmer Yard of Ajmer Division of North Western Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) Trains stopping at Ajmer Station shall be always with the live loco attached to them to safeguard against rolling down of trains.

(ii) Shunting on Nasirabad/Beawer end of Ajmer yard has to be done only with live loco attached at lower end to mitigate the risk in shunting on steep gradient."

17.1.14
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/22 New Delhi, Dated 17.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-01 w.r.t. his endorsement no.Q. 11012/02/2013-14-T.W., dated 31.10.13.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 20, w.r.t. letter no. 221/1109, dated 23.09.13

O/C
Fair letter may please be issued.
17/1/14

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर 20/01/14
Signature.....
जारी की तिथि
Date of Issue.....

17-1-14
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SR/10 New Delhi, Dated 13.01.2014

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

विषय : Running of BG EOG AC Coaches types WICTAC 1, WICTAC 2, WICTAC 3, WICTAC 4, WICBAC 1, WICBAC 2, WICRAC, WISAC, WICCBAC & WILRRM provided with Pneumatic suspension at secondary stage upto a maximum speed of 105 kmph on all BG sections of Central Railway on track maintained to Standards other than those laid down in C&M-I Vol-I.

संदर्भ : Central Rly's letter no. W.681/Y-66/BR/VI-LHB, dated 22.08.12

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG EOG AC Coaches types WICTAC 1, WICTAC 2, WICTAC 3, WICTAC 4, WICBAC 1, WICBAC 2, WICRAC, WISAC, WICCBAC & WILRRM provided with Pneumatic suspension at secondary stage upto a maximum speed of 105 kmph or sectional speed whichever is less, on track maintained to Standards other than those laid down in C&M-I Vol-I over entire BG sections of Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

13.1.14

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

सं. 2013/CEDO/SR/10 New Delhi, Dated 13.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.18011/02/13-14- T.W., dated. 10.12.13.
2. General Manager, All Indian Railways (except Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.

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

13.1.14

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/ORI/05 New Delhi, Dated 7th January 2014

The General Manager,
Central Railway,
Mumbai CST.

विषय : Inspection of 'Conversion of 1500 Volt DC traction to 25 kV, single phase 50hz AC traction on UP and DN lines from Kalyan (North East) Temporary Neutral Section (km 54/28 & 54/15) to Mumbra Sectioning Post Neutral Section (km 47/7 & 47/10 UP & DN) through lines from Kalyan (South East) Temporary Neutral Section (km 53/31) to Mulund Temporary Neutral Section (km 31/12 & 30/18B) and 5th & 6th lines from TNA(km 33/9) to LTT of Mumbai Division on Central Railway for public carriage of passengers'.

संदर्भ : CCRS office OM No. R.12031/01/2013-14-TW, dated 26.12.2013.

1.0 The issues raised in the letter, dated 26.12.2013 from CCRS, Lucknow under reference, have been examined in the Ministry of Railways. Accordingly, Board (ML, MT & ME) have accord approval on the views of CCRS/Lucknow for authorisation to opening of section by CRS/Central Circle with the conditions mentioned hereunder :

(i) Central Railway to strictly adhere to the maintenance instructions issued for converted OHE vide Board's office letter no. 2006/Elect(G)/170/2, dated 17.03.2009 (copy enclosed).

(ii) The issue of modification of GR, 'for assigning the responsibility for warning any person to prevent roof top travel', if necessary, shall be addressed by Ministry of Railways separately and instructions issued. In the meanwhile, the existing instructions, given in Para 4.35(3) of GR, Para 312 of Indian Railway Commercial Manual Vol.I Chapter III and Section 156 of The Railway Act are to be strictly complied with by Central Railway.

(iii) Strict compliance by Central Railway of the following conditions, laid down by CCRS, vide letter referred above (copy enclosed) :

(a) Observance of speed restriction of 50 kmph on DN line in Parsik tunnel from km 36.30 to km 36.50 (between Suspension Points No. S1 & S5) due to inadequate ballast cushion.

(b) All Permanent Way Gangs to be supplied with full complement of jumpers/ glovers etc. and trained in the use of these equipments & other safety precautions for working in 25 kV electrified section.

Issue fair letter

(c) Before introduction of passenger operation of newly converted 25 kV AC traction, the confirmatory field test for operation of protective relays shall be conducted.

(d) In Thane-Kurla section, trains running with AC locos are permitted to run only on 5th and 6th lines. This should be notified in current Working Time Table.

(e) In LTT-TNA section, diversion of trains running with AC loco from 5th and 6th lines to UP & DN local lines is not permitted. This should be notified in current Working Time Table.

(f) In TNA-KYN section, diversion of trains running with AC loco to UP & DN local lines is not permitted. This should be notified in current Working Time Table.

(g) As minimum height of OHE contact wire is 4.69m, rolling stock of height more than 4.42m is not permitted to ply in above section. A board showing this restriction, specifying locomotive and rolling stocks 'not permitted to ply' should be exhibited at North East and South East entrance of Kalyan yard (home signal) and should be notified in current Working Time Table.

2.0 Compliance on all the above items should be advised to Railway Board and CRS/ Central Circle.

3.0 This issues with the approval of Board (ML, MT & ME).

DA : Two, as above.

07.01.14

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

Copy forwarded to The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow - 226001 for information please in reference to his above mentioned OM.

Copy forwarded to The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai for information in reference to his letter no. C.13(225)/2013/926, dated 22.11.2013.

Copy to Adviser/RE, Railway Board for information.

Please Issue Advl letter.

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

सं.2013/CEDO/SD/18 New Delhi, Dated 03.01.2014

The General Manager,
North Eastern Railway,
Gorakhpur

विषय : Condonation for infringements of OHE foundations to Item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn. (excl.) to Gorakhpur Cantt. (incl.) and Barabanki (excl.) to Gorakhpur Cantt. (incl.) on North Eastern Railway.

संदर्भ : CTE/NER letter no. W/275/O/A/E.T/4A, dated 27.12.2013.

CTE/NER, vide his letter dated 27.12.13, has sent the details in connection with the existing infringements of OHE foundations to Item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn. - Gorakhpur Cantt. and Barabanki - Gorakhpur Cantt. sections on North Eastern Railway

Vide Board's letters, dated 09.10.13 and 22.10.13, it was mentioned that in a total length of 277 kms, as many as 2979 nos. of infringements have been mentioned in the two applications, sent by the GMs - CORE & NER. Since these are too many infringements to be agreed to in a routine manner and post facto sanction for condonation to these infringements after completion of work was not acceptable to Board, it was advised that detailed exercise should be done by CORE and NER for removing the infringements and then apply for condonation to only exceptional cases of infringement, if any.

NER's letter mentions report of some Committee of NER/RE which has been sent to Board without actually clearing the infringements. Moreover, no proper action plan and bar chart alongwith commitment has been mentioned in the letter.

Railway should get the matter examined with proper details in above respect and that too separately for both the cases should be advised to Board with the approval of General Managers of CORE & NER.

2-1-14

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

Copy to :

(i) General Manager, C O R E, Allahabad - 221001
(ii) Principal Chief Engineer, North Eastern Railway, Gorakhpur.
(iii) Chief Project Manager, Railway Electrification, Gorakhpur.

रेल मंत्रालय / रेलवे बोर्ड
अग्रेषणार्थ पत्र जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

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

सं. 2013/CEDO/SD/21 New Delhi, Dated 01.01.2014

The General Manager,
South Central Railway,
Secunderabad.

विषय : Condonation for infringing of Overhead 132 KV Power Line crossing at Gooty Yard to IRSOD (BG) 2004 in Nandalur - Guntakal section in connection with Railway Electrification works of Guntakal Division of S.C. Railway.

संदर्भ : S.C. Railway's letter no. E.219/PLC/VOL.III, dated 17.05.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringing of Overhead 132 KV Power Line crossing at Gooty Yard to IRSOD (BG) 2004 in Nandalur - Guntakal section in connection with Railway Electrification works of Guntakal Division of S.C. Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

"(i) The regular maintainance of the crossing should be conducted twice a year.

(ii) The vertical clearance should not be less than as per Rule 87 of IE Rules at any time.

(iii) There should be no joint in crossing over Railway Track.

(iv) Protective equipments as per IE Rules should be provided and their proper functioning should be ensured."

(आलोक कुमार) 01/01/14
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/21 New Delhi, Dated 01.01.2014

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement no. Q. 11018/02/2013-14-T.W.,dated 25.10.13.
2. The Commissioner of Railway Safety, S.C. Circle, Sarojini Devi Roard, Secunderabad-500 071, w.r.t. letter no. Q.11018/1/13-SCC/247, dated 27.06.13.

Please issue Secretary. 01.01.14

रेल मंत्रालय Ministry of Railways Railway Board Enclosure 01/01/14

d/c

(आलोक कुमार) 01/01/14
कृते सचिव, रेलवे बोर्ड

S.No. 21 12

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

सं. 2011/CEDO/SR/15/O/Pt.I New Delhi, Dated 01.01.2014

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

विषय : Increasing the sectional speed upto 110 kmph in the sections, already opened by CRS.

1. In terms of provisions of Para 10.1 of IR's Policy Circular no.7, PCEs of the Zonal Railways were authorized to increase the sectional speed upto 110 kmph by following all the procedures with documents, as required to be submitted to CRS for opening of sections in respect of those sections, which have already been opened by CRS.

2. It has been reported by W.C. Railway that CRS/Central Circle in his letter, dated 22.01.13, had observed as under :

"Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110kmph. Instructions issued vide WCR letter no. W-HQ/311/Br./CRS/Speed Raising (ET-JBP)/332, dated 11.01.2013 should be withdrawn."

3. Therefore, as pointed out by CRS/Central Circle, Para 4.08 (1)(a) of IR's General Rules, 1976 doesn't permit the Zonal Railways to accord any sanction for increase of sectional speed unless otherwise approved through special instructions (by CRS).

4. The contention of Railways in this regard was not to dilute the institution or powers of CRS, but to facilitate utilization of the investments on various assets (e.g. track, signaling system etc.) in those sections, where CRS had already permitted train operation.

5. Since now track structures with PSC sleepers and 52/60 kg rails have good potential for higher speed and signaling systems have also accordingly been improved, it was considered appropriate that for the sections, already opened by CRS, the speed potentials of such sections, upto an upper limit of 110 kmph, may be approved by Zonal Railways and that too, only after following all the procedure which is followed by CRS while opening a section. However, for permitting speed beyond 110 kmph, the Zonal Railways will have to necessarily apply through CRS for increase of sectional speed in terms of provisions contained in Para 10.2 & 10.3 of Policy Circular 7.

1/01/14

रेल मंत्रालय Ministry of Railways

O/C

6. Under these circumstances, two options are possible for implementation of the spirit of utilization of potential of investment for improvement to track and signaling system etc. upto an upper limit of 110 kmph speed :

(i) Either the provisions of Para 4.08 (i)(a) of GR may be modified as under :

Existing	Proposed
4.08 **Definitions** - In these rules, unless the context otherwise requires, - (1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions.	4.08 **Definitions** - In these rules, unless the context otherwise requires, - (1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions. However, speed of a section already sanctioned under Approved Special Instructions may subsequently be increased by Railway Administration upto a limit prescribed by Railway Board after ensuring standards of track and signalling system on the route as may be prescribed by Railway Board.

Or Alternatively,

(ii) CRSs may be suitably directed to continue permitting Zonal Railways to utilize the provisions of Para 10.1 of PC no. 7 in all cases, except where the CRS has very specifically mentioned in his authorization that even for speed upto 110 kmph, Railway will have to apply afresh to the concerned CRS.

7. In view of above, it is requested that consent to any one of the above two options may kindly be given, so that Railways may be advised to take action accordingly or Railway Board may process for modification to the provisions of Para 4.08 (1)(a) of IR's General Rules, 1976, as mentioned above in Para 6.

8. This issues with approval of Board (ME).

WISH YOU ALL A VERY HAPPY NEW YEAR

(आलोक कुमार) 01/01

कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड
कृते सचिव, रेलवे बोर्ड

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

सं. 2011/CEDO/SR/15/O/Vol.I

New Delhi, Dated 16.12.2013

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

विषय : Review of provisions of Para 4.3(7) of IR's Policy Circular No. 7- Proposed Addendum & Correction Slip (ACS) No. 1 to PC-7.

संदर्भ : Railway Board's letter no. 2011/CEDO/SR/15/O, dated 08.10.2012.

1. Vide above reference, Policy Circular No. 7 on the subject of "Opening of Section And Sanctioning of Sectional Speed on Indian Railways" was issued with the approval of Board (MM, ML, MT, ME & CRB) after examination by Advisor/Safety and in consultation with CCRS.

2. In terms of references received from Zonal Railways w.r.t. provisions of Para 4.3(7) of Policy Circular no. 7, the matter has been examined in Board. Since as per Clause 4(2) of The Railway Act 1989, *"The General superintendence and control of Zonal Railway shall vest in the General Manager"*, Board have considered modification to the existing provisions in the form of Addendum & Correction Slip (ACS) No. 1 to PC-7 as under :

Existing Provisions *(Para 4.3(7)) of PC-7*	**Proposed Modifications to Provisions** *(Para 4.3(7)) of PC-7*
Item 4.3(7) - Submission of Safety and other Certificate, at page 5 of PC-7 : (7) In addition to above documents, it shall be ensured by the Chief Engineer (Construction) in-charge of the project that Sanction Of Staff as per Railway Board's approved formula & yardstick/norms for all related categories of staff (e.g. current	**Item 4.3(7)** - Submission of Safety and other Certificate, at page 5 of PC-7 : (7) With a view to ensure safety, Ministry of Railways/ Railway Board have issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets and these are updated from time to time. The latest such instructions are to be referred when needed. However, as per Clause 4(2) of the Railway Act 1989, *"The General superintendence and control of a Zonal Railway shall vest in the General Manager"*. Therefore, the responsibility of making available with the field units all requisite arrangements, including manpower either through departmental means or through suitable

approved WGNTM" formula for Trackman" etc. is available, before applying for opening of sector for regular operation of goods/passenger trains A Certificate to this effect shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above	contractual agencies as the case may be for maintenance of assets so as to ensure safe running of trains, as with the General Manager. These aspects shall be duly taken into account by Railways while making arrangements for regular maintenance and applying to CRS for opening of sector. The details of arrangements required to be made available for maintenance duly approved by General Manager shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above.

3. Contents of the above draft Addendum & Correction Slip (ACS) No. 1 to PC-7 have been examined and consented by AM/CE & Adv./Safety and Board have viewed that approval to the proposed modification would be accorded after consulting CCRS.

4. It is, therefore, requested that CCRS may kindly give his valuable advice as consultation to the above mentioned proposed modification to Para 4.3(7) of Policy Circular no. 7. An early reply with the valuable considered views is requested please, so that it may be finalised and approved by Railway Board accordingly.

(आलोक कुमार)16.12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड
कृते सचिव, रेलवे बोर्ड

O/C
16.12.13

17/12/13

S. No. 21

8

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

सं. 2011/CEDO/SR/15/O/Pt.I

New Delhi, Dated 01.01.2014

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

विषय : Increasing the sectional speed upto 110 kmph in the sections, already opened by CRS.

1. In terms of provisions of Para 10.1 of IR's Policy Circular no.7, PCEs of the Zonal Railways were authorized to increase the sectional speed upto 110 kmph by following all the procedures with documents, as required to be submitted to CRS for opening of sections in respect of those sections, which have already been opened by CRS.

2. It has been reported by W.C. Railway that CRS/Central Circle in his letter, dated 22.01.13, had observed as under :

"Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110kmph. Instructions issued vide WCR letter no. W-HQ/311/Br./CRS/Speed Raising (ET-JBP)/332, dated 11.01.2013 should be withdrawn."

3. Therefore, as pointed out by CRS/Central Circle, Para 4.08 (1)(a) of IR's General Rules, 1976 doesn't permit the Zonal Railways to accord any sanction for increase of sectional speed unless otherwise approved through special instructions (by CRS).

4. The contention of Railways in this regard was not to dilute the institution or powers of CRS, but to facilitate utilization of the investments on various assets (e.g. track, signaling system etc.) in those sections, where CRS had already permitted train operation.

5. Since now track structures with PSC sleepers and 52/60 kg rails have good potential for higher speed and signaling systems have also accordingly been improved, it was considered appropriate that for the sections, already opened by CRS, the speed potentials of such sections, upto an upper limit of 110 kmph, may be approved by Zonal Railways and that too, only after following all the procedure which is followed by CRS while opening a section. However, for permitting speed beyond 110 kmph, the Zonal Railways will have to necessarily apply through CRS for increase of sectional speed in terms of provisions contained in Para 10.2 & 10.3 of Policy Circular 7.

1/01/14

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board

0/1

6. Under these circumstances, two options are possible for implementation of the spirit of utilization of potential of investment for improvement to track and signaling system etc. upto an upper limit of 110 kmph speed :

(i) Either the provisions of Para 4.08 (i)(a) of GR may be modified as under :

Existing	Proposed
4.08 Definitions - In these rules, unless the context otherwise requires, -	**4.08 Definitions** - In these rules, unless the context otherwise requires, -
(1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions.	(1)(a) Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions. However, speed for a section already sanctioned under Approved Special Instructions may subsequently be increased by Railway Administration upto a limit prescribed by Railway Board after ensuring standards of track and signalling system on the route as may be prescribed by Railway Board.

Or Alternatively,

(ii) CRSs may be suitably directed to continue permitting Zonal Railways to utilize the provisions of Para 10.1 of PC no. 7 in all cases, except where the CRS has very specifically mentioned in his authorization that even for speed upto 110 kmph, Railway will have to apply afresh to the concerned CRS.

7. In view of above, it is requested that consent to any one of the above two options may kindly be given, so that Railways may be advised to take action accordingly or Railway Board may process for modification to the provisions of Para 4.08 (1)(a) of IR's General Rules, 1976, as mentioned above in Para 6.

8. This issues with approval of Board (ME).

WISH YOU ALL A VERY HAPPY NEW YEAR

01/01/

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

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

No. 2011/CEDO/SR/15/O/Vol.I New Delhi, Dated 16th December 2013

The General Managers
All Indian Railways.

Sub : Organising the resources for Track Maintenance Activities on Indian Railways - "Standing Instructions".

Ref : (i) GM/NWR's D.O. letter no. CAO/C/JP/W-415, dated 15.07.13, addressed to CRB.
(ii) GM/WR's D.O. letter no. W.615/8(AKV-RAJ), dated 03.10.13 addressed to ME.
(iii) PCE/SCR's letter no. W.NG.9.3 GS/GL(Pilot), dated 16.9.11, addressed to ME.

1. In reference to above, some Railways have brought out that stipulations made in Railway Board's Circulars are coming in the way of opening of new sections, as Railways are finding it difficult to create P.Way staff as per MCNTM report. The issues, referred in terms of above-mentioned letters, have been considered by the Board (ME, FC & CRB) and clarifications have been issued to NWR and WR vide letters no. 2011/CEDO/SR/15/ O/Vol.-I, dated 04.9.13 & 20.11.13 *(copies enclosed as Annexure-2 & Annexure-3 for ready reference and guidance).*

2. In this connection, attention is drawn to Clause 4(2) of The Railway Act 1989, which reads *"The General superintendence and control of a Zonal Railway shall vest in the General Manager".*

3. With a view to ensure safety, Railway Board have issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets. In respect of track maintenance, these norms, yardsticks & guidelines for manpower, as are currently applicable, are in the form of MCNTM report and these were issued with Board's (ME, MS & FC) approval vide letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006.

4. In view of the foregoing, the responsibility of making available with the field units, all requisite arrangements including manpower through departmental staff as well as through outsourcing as per needs, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager.

5. Regular exercise for working out the required strength of Trackman as per MCNTM formula, for maintenance of all running sections on the Railway, should be carried out by Zonal Railways on every 1st April jointly by PCE, FA&CAO and CPO. This will ensure zero based review, as per actual traffic and other related conditions every year. The resultant status w.r.t. total requirement of Trackman on

Zonal Railway as a whole (for surrender or creation or re-distribution) should accordingly be worked out every year in a systematic manner.

This exercise shall, thus, also serve purpose of possible redistribution on Zonal Railway and for managing the gap between 'Actual Trackmen on Roll' & 'Requirement of Total Trackmen', by a rational deployment of contractual agencies till requisite posts, as needed, are created and vacancies are filled up. This exercise should also take into account the actual mandays loss beyond what is accounted for.

6. A 'sample calculation format' for this annual exercise for working out the maintenance requirement based on MCNTM formula and shortfall, keeping in view the vacancies and for the absence of staff on duty beyond the prescribed provisions is enclosed herewith as Annexure-1.

7. Railways should also ensure that mechanism for timely filling up of vacancies is in place and vacancies are filled.

8. Sufficient funds should also be provided under revenue grants on pro-rata basis for such contractual activities.

9. It is, therefore, advised that General Managers should ensure that track maintenance activities in the field are organised through either departmental resources or through outsourcing or a combination thereof depending on the situation, so as to meet the entire requirement of track maintenance.

10. Receipt of this letter may be acknowledged.

This issues with the approval of Board (ME).

Enclosure : One Format and Two letters, as above

(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
Phone : 030-44803 ; Rly.: 011-23383379 ; MTNL: 09910187302 ; CUG Mobile)
e-mail address : edceg@rb.railnet.gov.in

No. 2011/CEDO/SR/15/O/Vol.I

New Delhi, Dated 16th December 2013

Copy to (i) The Chief Commissioner of Railway Safety and The Commissioners of Railway Safety, all Circles for information please.

(ii) The Pr.CEs, FA&CAOs and CPOs of all Indian Railways for information and necessary action.

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

Sample Calculations of Outsourcing, Needed for Safety Related Track Works at Various Locations on a Zonal Railway, for all sections as are in operation as of 01.04.2013 And So On

(Note : All these figures are in respect of Trackmen only, which includes only RG component of Gateman & Keyman, this being part of Gang Strength Calculations)

Division	Total MCNTM Requirement of Trackmen incl. 12.5% LR	BOS of Trackmen	Uncovered Gap of Trackmen "MCNTM Minus BOS"							Uncovered Gap of Trackmen "(MCNTM Minus BOS) + (BOS Minus Men on Roll)"								Total Outsourcing to be done, in equivalent Trackmen
			Total Gap	Identified Activities for Outsourcing to the extent currently permitted by the Zonal Railway			"MCNTM Minus (Identified Activities Plus BOS)"			Actual Trackmen on Roll	Shortfall "BOS Minus Trackmen on Roll"			Mandays lost on account of Absenteeism amongst Trackmen on Roll, for more than what can be accounted by 12.5% LR				
				Total requirement identified for Outsourcing	12.5% LR component of saving on Outsourcing Component	To be outsourced after saving	Total requirement to be Created	12.5% LR component of saving, if not created and is needed to be Outsourced	Actual Extent of outsourcing after saving, if to be Outsourced		Total Gap	12.5% LR component of saving	Component of outsourcing to be done	Actual Mandays lost in last FY as per Attendance Sheet	Equivalent Trackmen	12.5% LR component of Men on Roll	Quantum to be Outsourced	
	a	b	c=(a-b)	d	e=(0.125xd)	f=(d-e)	g=(a-(b+d))	h=(0.125xg)	i=(g-h)	j	k=(b-j)	l=(0.125xk)	m=(k-l)	n	o=(n/294)	p=(0.125xj)	q=(o-p)	r=(f+i+m+q)
Div 1	5380	4262	1118	1114	139	975	4	1	3	3310	952	119	833	281637	958	414	544	2355
Div 2	4410	3765	645	904	113	791	-259	-32	-227	2614	1151	144	1007	194783	663	327	336	1907
Div 3	4111	3146	965	859	107	752	106	13	93	2312	834	104	730	184799	629	289	340	1915
Div 4	1454	1167	287	330	41	289	-43	-5	-38	753	414	52	362	87412	297	94	203	816
Div 5	1601	1099	502	274	34	240	228	29	199	830	469	59	410	45020	153	79	74	923
Div 6	2639	1590	1048	438	55	383	610	76	534	1183	407	51	356	136447	464	148	316	1589
Total	19594	15029	4565	3919	489	3430	646	82	564	10802	4227	529	3698	930098	3164	1351	1813	9505

This part 'd' may not be proposed for creation, till such time outsourcing continues for the activities, currently permitted and the extent thereof, as identified by Zonal Railways

This part 'g' will be created and filled up, as per extent rules. Once men are physically available, this outsourcing will be discontinued

Posts already exist for this part 'k'. However, these vacancies are existing for want of timely recruitments. This outsourcing will keep changing from year to year as per above actuals

This part 'n' will be worked out on actual basis by Zonal Railways/Divisions for the year ending on 31st March as per Musters, and got vetted from Associate Finance once every year. Column 'n' will be filled accordingly as per vetted figure. Column 'r' will change accordingly

The above Column 'r' gives total outsourcing for the FY 2012-2013 & so on

Notes :

1. The similar exercise shall be done by each Division for all the SSEs/PW (Incharges) on the Division and the above components of outsourcing, shall be distributed amongst them as per respective shortfall. The Divisional total, as shown in Column 's' for this additional outsourcing, shall not be exceeded.
2. The above statement will be worked out every year and jointly signed by Sr.DEN/Coord, Sr.DPO and Sr.DFM and action taken as per instructions issued by Board.
3. The activities and their extent, to be permitted for outsourcing as per Column 'd' above, will be decided by respective CTEs/PCEs. So long as this outsourcing continues, the required posts for these identified activities, may not be created.

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

Annexure-2

No. 2011/CEDO/SR/15/O/Vol-I New Delhi, September 04th 2013

The General Manager,
North Western Railway,
Jaipur.

Sub : Opening of sections on North Western Railway.

Ref : GM/NWR's D.O. letter no. CAO/C/JP/W-415, dated 15.07.13, addressed to CRB.

In above reference, it has been advised by NWR that section 'Sriganganagar - Hanumangarh' (66 km long), out of the total project 'Sriganganagar-Suratpura' (240.95 km long) is already completed and awaiting commissioning for want of availability of required manpower, as per Para 4.3(7) of Policy Circular No.7, in the field for asset maintenance. It has further been proposed that -*"for the part section of Sriganganagar-Hanumangarh, posts for Trackmen may be sanctioned at about 70% - 75% of MCNTM formula, so that the section can be opened immediately. The sanction of posts may be reviewed for the whole section from Sriganganagar to Suratpura before opening the complete section after two years."*

2. NWR's proposal has been considered by the Board (CRB, ME & FC). In this connection, attention is drawn to Clause 4(2) of The Railway Act 1989, which reads *"The General superintendence and control of a Zonal Railway shall vest in the General Manager".*

3. With a view to ensure safety, Railway Board have also issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets. In respect of track maintenance, the guidelines for manpower, as are currently applicable, were issued vide Board's letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006.

4. In view of the foregoing, the responsibility of making available with the field units, all requisite arrangements including manpower, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager. It is expected that all these aspects have been duly taken into account by North Western Railway, while sending the proposal reproduced in Para-1 above.

5. In this background, NWR's proposal for opening of section Sriganganagar-Hanumangarh, as per Para-1 above, is agreed to by the Board. Necessary papers may be submitted to the Commissioner, Railway Safety under the signatures of General Manager.

This issues with the approval of Board (ME).

04/09/13

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

Annexure-3

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

No. 2011/CEDO/SR/15/O/Vol-I

New Delhi, 20th November 2013

The General Manager,
Western Railway,
Mumbai.

Sub :- Opening of new section, i.e. Ankaleshwar-Rajpipla, on Western Railway.

Ref : (i) GM/WR's D.O. letter no. W.615/8(AKV-RAJ), dated 03.10.13 addressed to ME.
(ii) WR's letters no. W.615/8(AKV-RAJ)(W-2), dated 19.3.13 & 11.07.13.

In above reference, it has been advised by Western Railway that section 'Ankaleshwar - Rajpipla' (62.89 km long), is ready for commissioning after gauge conversion from NG to BG. It has been further mentioned by WR that - *"this section is an isolated non-electrified section and only few passenger trains will be run. Because of very less traffic, the track will require less maintenance. It is, therefore, proposed that line may be opened by deploying minimum possible staff."*

2. With a view to ensure safety, Railway Board have issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets. In respect of track maintenance, the guidelines for manpower, as are currently applicable, were issued vide Board's letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006.

3. WR's proposal has been considered by the Board (CRB & ME). In this connection, attention is drawn to Clause 4(2) of The Railway Act 1989, which reads *"The General superintendence and control of a Zonal Railway shall vest in the General Manager"*.

4. In view of the foregoing, the responsibility of making available with the field units, all requisite arrangements including manpower, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager. It is expected that all these aspects have been duly taken into account by Western Railway, while sending the proposal reproduced in Para-1 above.

5. In this background, Western Railway's proposal for opening of section 'Ankaleshwar - Rajpipla', as per Para-1 above, is agreed to by the Board. Necessary papers may be submitted to the Commissioner, Railway Safety under the signatures of General Manager.

This issues with the approval of Board (ME).

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