2017

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

No. 2017 /W-I/General/Policy/1

New Delhi, 29.06.2017

The General Managers,
All Indian Railways

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

Sub: Opening of double line for Goods Traffic.
Ref: Board's letter No. 2016/CEDO/ORI/O/01 dated 27.05.2016.

Vide letter referred above, it was decided to commission double line section for Goods traffic after inspection of Chief Track Engineer/nominated HoD of Civil Engineering with some condition.

The above instructions have been reviewed by Board (Member (Engineering). In partial modification to the above letter, it has been decided that Doubling/3rd line/4th line which are meant for carrying of passenger traffic, be opened only after statutory CRS inspection.

29.06.17
(S.C. Jain)
Executive Director (Works)

Copy to: EDCE(G) for information.

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

सं. 2016/CEDO/ORI/O/01 New Delhi, Dated 27.05.2016

The General Managers,
All Indian Railways.

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

विषय : Opening of a double line for goods traffic.
संदर्भ : Railway Board's letter no. 62/WDO/ORI/34, dated 11th October, 1962.

As per the Board's letter under reference, although the inspection of Commissioner of Railway Safety (then Additional CRS) is not necessary prior to opening of the the double line for goods traffic, however, it is essential to obtain his prior sanction.

The issue of opening of a double line, including DFC lines by the side of the existing running passenger line(s) has been under consideration in the Board. After due deliberations, Board has decided as follows :

1. Newly constructed Double line can be opened for goods traffic after inspection of Chief Track Engineer/nominated HOD of Civil Engineering, subject to following :
   (a) CRS sanction will be necessary for modifications in the existing passenger yards where newly constructed double line joins.
   (b) CRS sanction will also be required for modification in the existing level crossings.
   (c) If spacing between the existing nearest passenger carrying line and newly constructed double line is less than 7.0 meters, the temporary fencing consting of RCC posts and barbed wire as per approved drawing, provided between the two lines for construction of new double line, shall be continued till CRS inspects the line and authorizes its opening for passenger trains.
   (d) Movement of goods trains on the newly constructed line will be non-signalled on paper authority.
2. DFC line can be opened to goods traffic by MD/DFCCIL after certification of CTE/nominated HOD of Civil Engineering that there is no infringement to Indian Railways network as per IRSOD, subject to following :
   (a) CRS sanction will be necessary for modifications in the existing passenger yards where DFC line joins.
   (b) CRS sanction will also be required for modification in the existing level crossings.
   (c) If spacing between the existing nearest passenger carrying line and newly constructed DFC line is less than 7.0 meters, a permanent fencing will be provided between the two lines.

This issue with the approval of Board (MT and ME).

27/5/16

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

Copy to : Managing Director, DFCCIL, Pragati Maidan, New Delhi.

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

सं.2017/CEDO/SR/17

New Delhi, Dated 30.06.2017

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

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Open Wagon type 'BOXNHA'(CC+8T+2T) up to a maximum speed of 60 kmph in loaded condition and 90 kmph in empty condition on all CC+8+2 routes of Central Railway.

संदर्भ : CCRS's letter no. Q.21015/01/2017-18-T.W., dated 09.06.2017.

Vide letter referred above, CCRS has forwarded the above cited case for Board's sanction subject to the stipulations mentioned in his office letter no. M.15014/01/2017-18-TW, dated 24.05.2017 (**copy enclosed**).

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

प्रेमसागर 30/6/17

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

Copy forwarded for information & necessary action to :

1. EDCE(P), Railway Board.
2. ED(Track-1), RDSO, Manak Nagar Lucknow.

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

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

सं 2017/CEDO/SR/16 New Delhi, Dated 30.06.2017

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

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Open wagon type **'BOSTHSM-1'** with CC+6T+2T loading at a maximum speed of 60 Kmph in loaded and 80 Kmph in Empty condition on BG section **Northern Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encls- as Above

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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2. ED(Track-1), RDSO, Mank Nagar Lucknow.

O/C

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

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

सं.2017/CEDO/SR/15 **New Delhi, Dated 30.06.2017**

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

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Covered wagon type **'BCNHL'** with CC+8T+2T loading at a maximum speed of 60 Kmph in loaded and 70 Kmph in Empty condition on BG section **Northern Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encl- as above.

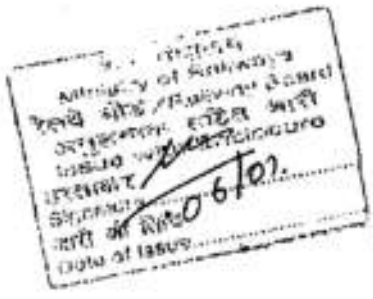
Prem Sagar

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

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

सं.2017/CEDO/SR/14

New Delhi, Dated 30.06.2017

The General Manager,
Western Railway,
Churchgate, Mumbai.

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Introduction and revalidation of BG Bogie Open wagon type **'BOXNHL'** with CC+8T+2T loading at a maximum speed of 75 Kmph in loaded and 100 Kmph in Empty condition on BG section **Western Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encls. as/Above.

Prem Sagar
30/6/17
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

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

सं.2017/CEDO/SR/13

New Delhi, Dated 30.06.2017

The General Manager,
Southern Railway,
Chennai.

The Director General,
RDSO,
Manak Nagar, Lucknow.

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

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

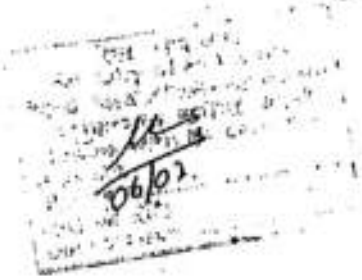
Encl- as Above

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

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

सं.2017/CEDO/SR/12

New Delhi, Dated 30.06.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Open Wagon type **'BOXNEL'** with a maximum axle load of **25 T** on (i) KRDL-KTV-VSKP (ii) KTPT-SPRD-VZM-KTV (III) Jaroli/ Daltari-JKPR-CTC-PRDP (iv)JSG-SBP/Saria Jn.-SBP City-TLHR-PRDP section (part of JSG-SBP-SBP City- TLHR-NRG-PRDP route) (v) SBP-TIG-SPRD section (Part of S SPB-TIG-RGDA-VZM-VSKP route) (vi) TIG-LAE (vii) JSGR-IB (viii) JKPR-Bhadrak (ix) CTC-BRNG-PSA-VZM (x) MZY-RQP (xi) KIS-SQQ at a maximum speed of 50 Kmph in loaded and 85 Kmph in Empty condition routes of **East Coast Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encl. as Above

Prem Sagar

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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Ministry of Railways
रेलवे बोर्ड/Railway Board
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Date of Issue 30.6.17

O/C

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

सं.2017/CEDO/SR/11

New Delhi, Dated 30.06.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Open Wagon type **'BOYEL'** with a maximum axle load of **25 T** on (i) KRDL-KTV-VSKP (ii) Koraput-Singapur Rd.-VZM-KTV (iii) Jaroli/ Daitari-Tomka-Jakhapura-CTC-PRDP (iv) JSGR-SBP city-TLHR-NRG section (part of JSG SBP-SBP City-TLHR-NRG-PRDP route) (v) JKPR-Bhadrak (vi) CTC-BRNG-PSA-VZM (vii) MNC-RQP & (vii) KIS-SQQ at a maximum speed of 50 Kmph in loaded and 85 Kmph in Empty condition routes of East **Coast Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encls. as Above.

Prem Sagar

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

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

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
जारी की तिथि
Issue Date
प्रकटीकरण
Disclosure
06/07
Signature
जारी की तिथि
Date of Issue

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

सं.2017/CEDO/SR/10

New Delhi, Dated 30.06.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

The Director General,
RDSO,
Manak Nagar, Lucknow.

विषय : Running of BG Bogie Open Wagon type **'BOXNS'** with a maximum axle load of **25 T** on (i) KRDL-KTV-VSKP (ii) Koraput-Singapur Rd.-VZM-KTV (iii) Jaroli/Daitati-Tomka-Jakhapura-CTC-PRDP at a maximum speed of 45+5 Kmph in loaded and 85 Kmph in Empty condition routes of **East Coast Railway.**

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Encls. as Above

Prem Sagar
17

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

Copy forwarded for information & necessary action to :

1. EDCE(P), Railway Board.
2. ED(Track-1), RDSO, Manak Nagar Lucknow.

O/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
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Date of Issue
Signature
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Enclosure

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

सं.2017/CEDO/SR/09

New Delhi, Dated 30.06.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

The Director General,
RDSO,
Manak Nagar, Lucknow.

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

संदर्भ : CCRS's letter no. M.15014/01/2017-18-TW, dated 24.05.2017.

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

In view of above, Railway & RDSO are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

Prem Sagar Gupta

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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2. ED(Track-1), RDSO, Manak Nagar Lucknow.

E/C

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
Signature
Date 06/07

EO No: 2994801 2017

No. 2015/M(N)/951/31 Pt.

Sub: Running of Board Bogie Open Wagon Type 'BOXNS' & BOXNHL' with a maximum axle load 25T.

Ref: **(i)** Minutes of Board meeting's No. 2017/Secy/Bd.Mtg./7 dated 08.05.2017(Copy enclosed).
(ii) This office letter of even no. dated 17.05.2017.
(iii)ECoR's letter No. W3/Br/CRS/25T/BOXNS & BOXNHL/4448 dated 26.05.2017(Copy enclosed).
(iv) CCRS' letter no. M.15014/01/2017-18-TW dated 24.05.2017.

The matter of operation of BOXNS and BOXNHL wagons at 25T axle load was discussed during meeting of the Board on 08.05.2017 and following had been decided:

"An application shall be sent to CCRS for 25T axle-load BOXNHL and BOXNS wagons"

Accordingly, ECoR has been advised vide letter u/r (ii) (Copy enclosed) to take necessary action for making a fresh application for obtaining the sanction of CCRS and Board.

ECoR vide letter u/r (iii) (Copy enclosed), has provided the status of applications submitted for sanction for running of 25T axle load BOXNHL wagons as follows:

Sl. No.	Sanction required for	Status
1.	Running of 25t axle load BOXNHL wagons over 09 routes of E.Co.Rly.	Sent to Secretary Civil Engineering(G), Railway Board through CCRS/LKO on 09.11.2015.
2.	Running of 25T axle load BOXNHL on IB-JSGR, TIG-LAE & BBS-KUR 3rd line of E.Co.Rly.	Sent to Secretary Civil Engineering(G), Railway Board through CCRS/LKO on 01.05.2017.
3.	Running of BOXNS-25T over 03 routes of E.Co. Rly.	Sent to Secretary Civil Engineering(G), Railway Board through CCRS/LKO on 01.05.2017.

A copy of letter of CCRS on operation of CC+8+2t/25t axle load is enclosed for ready reference.

Accordingly, it is requested to expedite the process of obtaining sanction of CCRS and Board for running of BG bogie open wagon type 'BOXNS' and 'BOXNHL' with a maximum load 25T.

DA: As above.

EDME/Frt. 23/6/17

EDCE(G) 23/6

CEDO

By SPEED POST

EAST COAST RAILWAY E/o – 293662/T/(Bom)E/Fr

Office of the SN87
General Manager(Engg)
Bhubaneswar-751 023
Date: 26.05.2017.

No.W3/Br/CRS/25T/BOXNS & BOXNHL / 4448

To
The Executive Director Civil Engg(G),
Railway Board,
Rail Bhawan, New Delhi

Sub: Running of Broad Gauge Bogie Open Wagon Type '**BOXNS**' & '**BOXNHL**' with a maximum axle load 25T.

Ref: 1. EDME/Frt/ Railway Board's letter No. 2015/M (N)/951/31 Pt Dated 17.05.2017 (P) SN86
2. This Office Letter No. W3/BR/CRS/25T/BOXNHL Dated. 08.11.2015
3. This Office Letter No. W3/BR/CRS/25T/BOXNHL/TIG-LAE & JSGR-IB/723 Dated. 28.01.2016
4. This Office Letter No. W3/BR/CRS/25T/BOXNS/1744 Dated. 20.03.2017
5. CME/E.Co.Rly/BBS Office letter No. M3/16/Pt-VIII/2040 Dated24.05.2017

EDME/Frt/ Railway Board vide letter under reference-1, had advised that fresh application should be submitted by the Zonal Railway for obtaining the sanction of CCRS and Board through proper channel, for running of Broad Gauge Bogie Open Wagon Type '**BOXNS**' & '**BOXNHL**' with a maximum axle load 25T over various routes of E.Co.Rly . With reference to above, the status of the above applications are as under.

Sl.No	Sanction required for	STATUS
1	Running of 25t axle load BOXNHL wagons over 09 routes of E.Co.Rly.	Sent to Secretary Civil Engineering (G) , Railway Board through CCRS/LKO. on 09.11.2015
2	Running of 25t axle load BOXNHL on IB- JSGR, TIG-LAE & BBS-KUR 3rd line of E.Co.Rly.	Sent to Secretary Civil Engineering (G) , Railway Board through CCRS/LKO. on 01.05.2017
3	Running of BOXNS-25T over 03 routes of E.Co.Rly.	Sent to Secretary Civil Engineering (G) , Railway Board through CCRS/LKO. on 01.05.2017

As the applications have been submitted to Railway Board and there is no change in the track structure, Bridge structure & Final Speed Certificate, submission of fresh application may please be reconsidered.

(D.P.Lal) 26.5.17
Chief Bridge Engineer
East Coast Railway,

Copy to 1. EDCE/P /Railway Board/New Delhi for information & necessary actionplease.
2. EDME/Frt/ Railway Board for information please.
3. CME/E.Co.Rly for information please.

Ph email ✓ 7.6.2017 SBP

SN 86

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

रेल भवन, नई दिल्ली- 110001, तिथि

No. 2015/M(N)/951/31 Pt. Rail Bhavan, New Delhi-110001, dated 17.05.2017

The General Manager
East Coast Railway
Bhubaneshwar

Sub: **Sanction for operation of BOXNS & BOXNHL wagons at 25T axle load**
Ref: Decision taken by Board during meeting held on 8.5.2017

The matter of operation of BOXNS and BOXNHL wagons at 25T axle load had been discussed during meeting of the Board on 8.5.2017 and the following had been decided:

"An application shall be sent to CCRS for 25T axle-load BOXNHL and BOXNS wagons"

Accordingly necessary action may please be taken immediately for making a fresh application for obtaining the sanction of CCRS and Board and through proper channel.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board

Received 18/5/2017

18/05

Confidential

MINUTES OF BOARD MEETING HELD ON 8TH MAY 2017

PRESENT

S/Shri

A.K.Mital	:	**Chairman**
B.N.Mohapatra	:	**Financial Commissioner**
Ravindra Gupta	:	**Member Rolling Stock**
Pradeep Kumar	:	**Member Staff**
Ghanshyam Singh	:	**Member Traction**

ALSO ATTENDED:

A.K. Gupta	:	**AM/TT**
Anirudh Jain	:	**AM/W**

Action by

1 The delayed restoration of derailment of 3 BCNEs in Barauni is a bad case. Senior officers must reach the accident site within the minimum time possible. Wherever mainline and train services are affected, DRM/ADRM should also be at site. **Adviser (Safety)**

Instructions shall be reiterated to all General Managers in this regard.

2 The Pit-line blocked at Rajendra Nagar (ECR) for extension work must be completed in time. ECR must ensure that its impact on punctuality is minimised. **MRS**

3 Speed restrictions imposed must be removed within a specified time-frame. Engineering Time Allowances (ETAs) on Sonepur, Danapur, Lucknow, Moradabad and Trivandrum Divisions require close monitoring. **ME**

4 Board had earlier issued direction on cancellation of selected passenger trains on Sundays with a view to make time available for maintenance while causing minimum disruptions to passenger services. Weekly position on passenger trains cancelled on all Sundays shall be put up for each Board Meeting on Monday. **MT**

5	An application shall be sent to CCRS for 25T axle-load BOXNHL and BOXNHS wagons.	ME MRS
6	Station Development Agreements for Anand Vihar Terminal and Bijwasan is getting delayed in Northern Railway. This needs to be cleared early.	MT

(S.K.Mishra)
Adviser(CC)

No.2017/Secy/Bd.Mtg./7
Dated 8th May 2017

Copy to:

CRB, FC, ME, MTR, MRS, MS, AM/TT, AM/W
PS/MR, PS/MoS(S), PS/MoS(G)

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

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

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

फोन, फैक्स 0522-2233087, 2233085 (N.E.Rly. 51-448, N.Rly. 53-286)
Tel/Fax-0522-2233085, 2233087
e-mail : chiefcom@rediffmail.com

No. M.15014/01/2017-18-TW

Dated : 24th May, 2017

To

The Member(Engineering)
Ministry of Railways
Railway Board
New Delhi

MRS
EDME/Fr

Subject : **Operation of CC+8+2t/25t axle load**

Reference : RDSO letter no. Nil dated 02.05.2017

The detailed report submitted by RDSO in response to this office observations have been critically examined.

The report almost confirms the apprehension raised by the Commission regarding operation of higher axle load trains.

However a more realistic assessment would have been possible had the track structure and maintenance standard would have been recorded just prior to as well as post introduction of higher axle load. In other words a zero base assessment would have been more comprehensive and accurate.

Nevertheless the data collected could be considered as reflective as confirming to the general apprehension.

However, whether upgrading of track structure and maintenance regime as legislated by RDSO were implemented or not along with running of CC+6+2, CC+8+2 or 25t axle load is not indicated in the report.

This information may also be collected to review the effectiveness of the guidelines. In this context it is critical to review the status of the following with regard to P. way and track structure

(i) Due/overdue Deep Screening work
(ii) Increasing ballast cushion to 350 mm
(iii) Introduction of thick web switch
(iv) Provision of rubber pad of 10mm thickness in place of 6mm.
(v) Use of PSC sleeper design for 25t axle load with ERCs having higher toe load
(vi) Provision of modified SEJ
(vii) Attention to weak formation
(viii) Improved bridge transition
(ix) Increased frequency of USFD testing
(x) Replacement of stone slab bridges etc.

Contd.....2/-

Further to this introduction of rail grinding, installation of adequate number of WILD throughout the heavy axle load network need consideration.

From the Railway Board's letter No. 2009/CEDO/SR/48 dated 15.07.2014, it is revealed there is no adverse effect on BOXNHL & BCNHL wagon with higher axle load.

During discussion, it was revealed that running of higher axle load trains have become inevitable in order to meet the ever increasing demand of freight traffic to match the growth of Indian economy. It is therefore, imperative that the trains with higher axle load are operated in the system with due sanction.

In consideration of the above all the pending cases of 22.32t, 22.9t & 25t axle load (including cases received recently) are forwarded for consideration and sanction of the Central Government. (Details enclosed as Annexure along with 08 cases).

Central Government as per the provision of Section 27 of Indian Railways Act, may consider according necessary sanction subject to following stipulations:

1. Maximum permissible speed being regulated to 60 Kmph for 22.32t, 22.9t axle load trains and 45 Kmph for 25t axle load trains or speed indicated in speed certificate, whichever is lower.
2. Improvement to track structure, formation, bridges being accelerated in the nominated route.
3. Separate maintenance regime being legislated for higher axle load route.
4. No overdue in track/rolling stock maintenance being permitted.
5. Adequate number of WILD and 'weigh bridges' being progressively installed and their working closely monitored.
6. A detailed guidelines for operation of higher axle load train being issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.)
7. 'Measuring wheels' being procured and trials conducted to measure lateral forces for all type of wagons.
8. Right powering of train being ensured.
9. Double distant signals being progressively provided in view of higher NBD/EBD.
10. Traction power supply being augmented to cater for the additional load.

24/05/17

(S. NAYAK)
Chief Commissioner of Railway Safety

DA.: As above

Copy to :

1. Chairman, Railway Board, New Delhi
2. Member, Traffic, Railway Board, New Delhi
3. Member, Rolling Stock, Railway Board, New Delhi
4. Member, Traction, Railway Board, New Delhi

Annexure

Cases related to Higher Axle Load Wagons being sent to Railway Board (as on 24.05.2017)

Sr. No	Wagon Type	Maximum Axle Load (in ton)	Proposed Speed in KMPH(Empty/Loaded)	CRS Letter Reference No.	Remarks
	BOXNHL25T	25	100/50	CRS SEC No.153, Dt. 01.05.2017	One case of BOXNHL25T,received in this office vide *CRS/SEC's letter 1252, Dt. 09.11.2015,* has already been sent to Railway Board vide this office's letter no. Q.13011/01/2015-16-TW,Dt 02.12.2015.
	BOXNS	25	85/45+5	CRS SEC No.150, Dt. 01.05.2017	First time being sent to Railway Board. No earlier reference in Railway Board
	BOYEL	25	85/50	CRS SEC No.151, Dt. 01.05.2017	First time being sent to Railway Board.No earlier reference in Railway Board
	BOXNEL	25	85/50	CRS SEC No.152, Dt. 01.05.2017	First time being sent to Railway Board. No earlier reference in Railway Board
	BOBRM1	22.32 (CC+6+2t)	75/60	CRS/SC No. 16017/2/2011-SR/1000-1001, Dt. 28.10.2016	CRS Letter Reference is linked with this office's letter No. Q.13011/26/2009-TW, Dated 24.01.2017 & 30.10.2012 sent to Railway Board earlier.
	BOXNHL	22.9	100/75	CRS/WC No. 12-5/384/823, Dt. 20.03.2013	CRS Letter Reference is linked with this office's letter No. Q.13011/38/2009-TW/533, Dated 03.09.2015 sent to Railway Board earlier.
	BCNHL	22.9	70/60	CRS/NC No. 2009/Q-14(17)/NC/1345-1347, Dt. 28.03.2013	CRS Letter Reference is linked with this office's letter No. Q.13011/42/2009-TW/533, Dated 26.04.2013 sent to Railway Board earlier.
	BOSTHSM-1	22.32 (CC+6+2t)	80/60	CRS/NC No. Q-15/BOSTHSM 1/06-07/NC/188-191, Dt. 05.06.2015	CRS Letter Reference is linked with this office's letter No. Q.13011/27/2009-TW/351-352 Dated 30.06.2015 sent to Railway Board earlier.

e-office – 301054/2017

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

No. 2017 /W-I/General/Policy/1 New Delhi, 29.06.2017

The General Managers,
All Indian Railways

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

Sub: Opening of double line for Goods Traffic.
Ref: Board's letter No. 2016/CEDO/ORI/O/01 dated 27.05.2016.

Vide letter referred above, it was decided to commission double line section for Goods traffic after inspection of Chief Track Engineer/nominated HoD of Civil Engineering with some condition.

The above instructions have been reviewed by Board (Member (Engineering). In partial modification to the above letter, it has been decided that Doubling/3rd line/4th line which are meant for carrying of passenger traffic, be opened only after statutory CRS inspection.

DCE/G
Rsg
30/6

CEDO
Pl. collect concerned file
30/6/17

29.06.17
(S.C. Jain)
Executive Director (Works)

Copy to: EDCE(G) for information.

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

संख्या - 2017/CEDO/SD/29 नई दिल्ली, दिनांक- 30.06.2017

The General Manager,
South Eastern Railway,
Kolkata.

विषय : **Condonation** for horizontal and vertical infringement to IRSOD-Schedule-I, Chapter I, 8(iii)(a)& 10(c)(ii) of Fly-over Bridge no. 5A/1 at km. 294/1-3 in between Rajkumarswan – Barabamboo stations in Tatanagar – Chakradharpur section of Chakradharpur Division of South Eastern Railway, Rajkharswan – Chakradharpur 3rd line construction reg.

संदर्भ : (i) South Eastern Railway's letter no. G/CRS/Infringement/Pt.I, dated 06.12.2016.
(ii) CCRS's letter no. क्यू.11019/03/2017-18-त.वि. दिनांक 09.06.2017.

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

While processing the case, it is observed that Condonation of 3rd line (New Line) has been proposed as Para no. 8(i) of Chapter I of IRSOD, instead of Para 8(ii). Further A4 drawing submitted along with proposal needs to be improved to incorporate proper dimensions.

In view of above, Railway is requested to send compliance/remarks to the above observations and condition stipulated in CCRS's letter under reference (ii), so that the same can be processed further.

Encl: As above.

Prem Sagar 30.6.17
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to:

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

रेल मंत्रालय Ministry of Railways Railway Board हस्ताक्षर सहित जारी issue with signature Signature

2017/CBDO/SD/29 SD

S.No

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-25
फैक्स/Fax-0522-22330! 2233087
E-mail: chiefcom@rediffmail.co...

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

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

संख्या–क्यू.11019/03/2017–18–तoविo

दिनांक:09.06.2017

सेवा में,

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

विषयः Condonation of infringement in respect to horizontal and vertical clearance of Fly-over Bridge No. 5A/1 at Km. 294/1-3 with respect to BG SOD 2004 in between Rajkharswan-Barabamboo stations in TATA-CKP section of CKP division of South Eastern Railway.

संदर्भः रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या– 183 दिनांक 04.05.2017

Sir,

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

1. Raising of track should be avoided in the streach.
2. Suitable permanent speed restriction being imposed at the site
3. Horizontal/vertical clearance being marked on the 'Bridge piers' so that the same is not disturbed during routine P-way maintenance.
4. Railways may process for replacement of this 'Fly-over Bridge (5A/1)'in due course.

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

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नकः उपरोक्त ।

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

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

सं. 2017/CEDO/SD/22 New Delhi, Dated 29.06.2017

The General Manager,
Southern Railway,
Chennai,

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(b)(i) between centre line of track and Stairway of Foot Over Bridge at Chainage 2571.50 at Washermenpet Station; in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway.

संदर्भ : Southern Rly's letters no. W.351/M/47/Vol.II, dated 28.11.2016 & 18.05.2017.

With reference to the above referred application dated 28.11.2016; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(b)(i) (i.e. clearance of 5410mm instead of 6830 mm; → **infringement of 1420mm**) between centre line of track and Stairway of Foot Over Bridge at Chainage 2571.50 at Washermenpet Station; in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

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

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

(iii) After every major maintenance work, the infringement shall be measured, recorded and corrective action taken if necessary.

(iv) Clearance shall be measured every 6 months and records shall be kept with traceability.

(v) W/L Board should be installed for blowing the have to alert the passengers on the platform.

(vi) Completion of partition wall in PF (i.e. brick wall with MS grill) before the opening of 3rd line for passengers traffic.

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

सं. 2017/CEDO/SD/22 New Delhi, Dated 29.06.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/12/2016-17-T.W., dated. 27.03.2017
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore - 560009, w.r.t. letter no. Q.11017/9/2016-17 SR/2192-2194,dated 28.02.2017.

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

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

सं. 2017/CEDO/SR/07 New Delhi, Dated 28.06.2017

The Chairman & Managing Director,
Konkan Railway Corporation Limited,
Belapur Bhavan,
Plot No 6,Sector 11,CBD Belapur,
Navi Mumbai – 400614

विषय : Running of modified SPURT CAR as SPARMV (Transportation Code "SPRH-1") at a maximum speed of 100 kmph over KRCL.

संदर्भ : KRCL's letter no. CO/M/L/829/Vol.1, dated 03.03.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of modified SPURT CAR as SPARMV (Transportation Code "SPRH-1") at a maximum speed of 100 kmph over KRCL, subject to terms and conditions as given in KRCL's Joint Safety Certificate no. CO-20/1/2015-MECH, dated 14/11/2016, Track Certificate no. KR/W/5/5 D/VOL-XI-SPARMV, dated 14/11/2016, Bridge Certificate no. KR/W/5/5 D/VOL-XI-SPARMV, dated 14.11.2016, RDSO's Final Speed Certificates no. MC/ART/SP, dated 26/09/2016 and other certificates accompanying above referred.

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

सं. 2017/CEDO/SR/07 New Delhi, Dated 28.06.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226 001 w.r.t. his endorsement no. एच. 17016/08/2011-टी.डब्लू., dated 25.05.2017.
2. The CRS/ Central Circle, 2nd Floor, Churchgate Stn. Bldg., Annexe, M.K. Road, Mumbai-400020, w.r.t. his letter no. C-11(208)/2017-306, dated 08.05.2017.
3. Director General, RDSO, Lucknow for Information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow-226011, w.r.t. his letters no. MC/ART/SP, dated 26.09.2016.

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) The General Managers, All Indian Railways
(ii) The Commissioner of Railway Safety, All Circles (except Central Circle)

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

Government of India
Ministry of Railways
(Railway Board)

No.2009/Safety(A&R)/19/24 New Delhi dt:30.11.2015

OFFICE MEMEORANDUM

Sub: Detailed list of Railways Act, Rules, Schedule of Dimensions, codes and manuals etc. on which consultation of CRS organization, to be sought prior to bringing any amendment/revision/deletion/addition by Railway Board.

Ref: Dy. CRS(G)'s OM No.K.18011/01/2015-TW dated 30.03.2015.

The undersigned is directed to refer to Ministry of Civil Aviation's OM referred to above regarding the need for prior consultation with CRS organization by Railways before any amendment/revision/deletion/addition in Railway Act, Rules, Schedule of Dimension, Codes & Manuals etc. and to convey that the issue has been considered by Railway Board. The position as approved by Railway Board in this regard is summarized in the Annexure to this OM.

(Om Prakash)
Executive Director/Safety-II
Railway Board

To,

O/C

Chief Commissioner of Railway Safety,
16-A, Ashok Marg,
Lucknow.

कृपया जारी करें।
दीपचन्द
30-11-2015



ANNEXURE

S.No.	Act/Code/Manual/ Schedule of Dimension	Decision of Railway Board
1	Railways Act, 1989	Consultation with CCRS not required
2	Railway Opening for Public Carriage of Passengers Rules, 2000	It is the Gazette Notification and laid in both the Houses of Parliament as per convention and for it, Commission is always consulted before putting up for Board's approval.
3	Schedule of Dimensions, 2004	Commission is never consulted for the revision and its ACSs. Consultation with Commission may be done wherever MoR consider it necessary.
4	Indian Railways (Open Lines) General Rules, 1976 and Subsidiary Rules	Consultation with CCRS is not required. However, the Commission shall be informed of the amendments.
5	Railway (Notices of inquiries into Accident) Rules – 1998	Consultation with CCRS is not required. However, the Commission shall be informed of the amendments.
6	Bridge Rules, 2000	CRS is only to be informed and no consultation is required.
7	Indian Railway Conference Association (IRCA) rules for rolling stock	CRS is only to be informed and no consultation is required.
8	Indian Railways Code of practice for the Engineering department, 1982	CRS is only to be informed and no consultation is required.
9	Indian Railway Way, Works, Bridges and Signal Engineering Manual, AC Traction Manual, Rolling Stock Manual and Other Manuals	CRS is only to be informed and no consultation is required.
10	Indian Railways Code of practice for the preventions of Various Rolling Stock	CRS is only to be informed and no consultation is required.

****

S.No.2

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

सं. 2017/CEDO/SR/08 **New Delhi, Dated 20.06.2017**

The General Manager,
South Central Railway,
Secunderabad.

विषय : Running of BG Bogie Rail Wagon type 'BRSTN' (maximum axle load of 20.32t) to RDSO Drawing No. WD-06026-S-01 Alt.Nil, at maximum speed of 80 kmph in loaded and 75 kmph in empty condition on BG section of South Central Railway.

संदर्भ : S.C.Rly's letter no. W.469/BWTB/Vol-I, dated 29.04.2015.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Rail Wagon type 'BRSTN' (maximum axle load of 20.32t) to RDSO Drawing No. WD-06026-S-01 Alt.Nil, at maximum speed of 80 kmph in loaded and 75 kmph in empty condition on BG section of South Central Railway, subject to terms and conditions as given in South Central Railway's Joint Safety Certificate no. W/397/BG, dated nil, Track Certificate, Bridge Certificate & RDSO's Final Speed Certificates no. MW/CS/BOM, dated 16.10.09 & its amendment no. 1 of even no. dated 07.07.10 and other certificates accompanying above referred letter with Board's comments as under :

(i) Observance of all permanent and temporary speed restrictions in force and those that may be imposed from time to time due to track, bridges, OHE, Signalling & interlocking etc.

(ii) Observance of all conditions stipulated in SCR's JSC No. E/397/BG and its concomitant Track Certificate and Bridge Certificate.

(iii) Observance of all conditions stipulated in RDSO's Final Speed Certificate No. MW/CS/BOM, dated 16/10/2009 with its amendment No. 1 dated 07/07/2010.

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

सं. 2017/CEDO/SR/08 **New Delhi, Dated 20.06.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 13011/28/2011-T.W., dated 25.05.2017.
2. The Commissioner of Railway Safety, S. C. Circle, Sarojini Devi Road, Secunderabad- 500071, w.r.t. letter no. Q.15012/BRSTN/17-SCC/208, dated 04.05.2017.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of Issue 27/06/17

ह/- (प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/27 **New Delhi, Dated 19.06.2017**

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

विषय : **Condonation** for adopting higher degree of curvature w.r.t. infringement to Indian Railways Schedule of Maximum/Minimum and Recommended Dimensions (2'0" Gauge, 1922), Reprint in 1949, I.M. General, Item 7; in Neral- Matheran Narrow Gauge section (2'0") line in Mumbai Division of Central Railway.

संदर्भ : C.Rly's letters no. PCE/CRS/BB/NRL-MAE/2017, dated 08.3.17,18.5.17 & 26.5.17.

With reference to the above referred application dated 08.3.17; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for adopting higher degree of curvature w.r.t. infringement to Indian Railways Schedule of Maximum/Minimum and Recommended Dimensions (2'0" Gauge, 1922), Reprint in 1949, I.M. General, Item 7; in Neral- Matheran Narrow Gauge section (2'0") line in Mumbai Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letters with Board's comments as under :

(i) Provision of check rail at all such curve locations.

(ii) Speed restriction of 8 kmph shall be imposed on curves sharper than 60 degree.

(iii) Sanding shall be used on sharp curves to avoid slip.

(iv) Loco Pilot (LP) & Assistant Loco Pilot (ALP) will look back frequently on curves to ensure that the train is following in safe & proper manner.

(v) Maintenance of Loco Brakes and Sand Gear System shall be done whenever Loco touches Neral shed.

(vi) Railway should stipulate the mechanism to calibrate the speedometer at regular interval.

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

सं. 2017/CEDO/SD/27 **New Delhi, Dated 19.06.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/19/2016-18-T.W., dated 05.05.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Mumbai- 400020, w.r.t. letter no. C-13(283)/2017/198,dated 14.03.2017.

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

ह/- (प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/26 **New Delhi, Dated 15.06.2017**

The General Manager,
South Central Railway,
Secunderabad.

विषय : Condonation for less horizontal clearance of existing 132 KV (DC) Overhead Power Line Crossing of AP TRANSCO between Satulur- Narasaraopeta Railway Station at Km. 40/6-7 on Nallapadu – Diguvametta section of Guntur Division of S.C. Railway.

संदर्भ : S.C.Rly's letter no. 469/Infringements, dated 07.04.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for less horizontal clearance to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) (i.e. clearance of 37714mm instead of 40652 mm; → **Infringement of 2938mm**) of existing 132 KV(DC) Overhead Power Line Crossing of AP TRANSCO between Satulur- Narasaraopeta Railway Station at Km. 40/6-7 on Nallapadu – Diguvametta section of Guntur Division of South Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Periodical maintenance of the power line crossing shall be carried out to ensure that the power line crossing continue to meet with the safety standards as specified in Rule 76 of Indian Electricity Rules. To ensure this, regular joint check, at least twice a year, shall be conducted by the representatives of the Railways and TRANSCO at appropriate levels and required action, if any shall be taken promptly.

(ii) There shall be no joint or splice in the span crossing over railway tracks in the conductors of power line crossing.

(iii) Protective devices as laid down in Indian Electricity Rules shall be provided on the power line crossing and their proper functioning shall be ensured.

(iv) It shall be ensured that the foundation is designed with highest soil classification with minimum factor of safety as 2.0.

(v) Special colour paint shall be provided on the structure to indicate infringement.

(vi) Rail traffic shall be suspended when wind speed is more than design wind speed of the tower.

(vii) Track shall not be slewed towards infringing tower during maintenance.

(viii) Special engineering boards shall be provided at location to indicate infringement.

(ix) Infringement shall be recorded in SOD infringement register.

15/6

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

सं. 2017/CEDO/SD/26 **New Delhi, Dated 15.06.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11018/02/2017-18-T.W., dated 08.05.2017.
2. The Commissioner of Railway Safety, S. C. Circle, Sarojini Devi Road, Secunderabad- 500071, w.r.t. letter no. Q.11018/3/17-SCC/169,dated 01.05.2017.

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

(Prem Sagar Gupta)
कृते सचिव, रेलवे बोर्ड

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

No.2015/CEDO/ORI/33. **New Delhi, Dated 27.10.2015**

The General Manager,
Southern Railway,
Chennai

विषय : Opening of proposed 3rd new BG line from Km. 15.513 to Km. 19.784 and 4th new BG line from Km. 15.353 to Km. 19.690 between Ennore and Attipattu Pudunagar with electrification in Chennai Division of Southern Railway for public carriage of passengers.

संदर्भ : CCRS's letter no. R.12016/06/2014-15-T.V, dated 20.08.2015.

The above section was inspected by CRS, Southern Circle, Bangalore on 06.11.2014 and opening of the section was authorized by him vide letter no. R.12037/6/2014-SR dated 07.11.2014 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' with elaborated remarks 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.

27/10

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

Copy forwarded for information and necessary action to :

- Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow for information in reference to his above-mentioned letter.
- Chief Administrative Officer(C)/Southern Railway, Chennai.

d/c

29/10

Please issue
pvc letter.
27/10/15

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

सं.2017/CEDO/SD/28

New Delhi, Dated 30.05.2017

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary condonation** for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) of 220 kv Overhead Power Line Crossing at Km 513/7-8 regarding Doubling and Electrification work between Birolia – Jawai Bandh in Rani - Keshavganj section of Ajmer Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 11.01.2017.

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

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

30/5/17

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

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway **Jaipur**.
2. ED/RE & ED(Works), Railway Board.

O/C

30/5/17

SD

E.O - 29044B/2017 DLI(W)

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

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

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

संख्या–क्यू. 11020/05/2016–17–तoवि0

दिनांक: 19.05.2017

सेवा में,

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

विषय: Temporary Relaxation for infringement i.e. Vertical Clearance of 220 KV overhead Power Line Crossing Km. 513/7-8 between Birolia-Jawai Bandh in terms of Para 11(i) Chapter I of Schedule-I of IR SOD-2004 (BG) in Rani-Keshavganj section of Ajmer Division of NW Railway.

संदर्भ: (1)रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या–221/43 दिनांक 13.01.2017
(2)रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या–221/342 दिनांक 03.05.2017

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

1. **Raising of track shall not be permitted at this location.**
2. **Special engineering boards shall be provided at the location indicating less vertical clearance.**
3. **Persons travelling on roof of passenger as well as goods train shall be strictly prohibited and shall be specifically ensured before train enters this section.**
4. **ODC movement shall be prohibited.**
5. **Measurement of vertical clearance shall be done at every 3 month jointly by RRVPNL & Railway officials with traceability of records.**
6. **OHE shall not be erected till the infringement is removed.**
7. **Infringement shall be recorded in SOD infringement register.**
8. **Infringement shall be removed by 30/9/17.**

This has the approval of Chief Commissioner of Railway Safety.

(शालम खोगी)
उप रेल संरक्षा आयुक्त (वि.क.)

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

289365/2017 (Receipt).

The Secretary,
Railway Board,
Rail Bhawan, New Delhi.

Sub: **Appeal for my due and eligible promotion in Class-II (Gazetted) before my retirement** - I am at the verge of my retirement in December, 2017 and waiting for my due/eligible promotion in Class-II, Gazetted officer for the posts of either Assistant Design Engineer/Civil which is lying vacant for the last 18 months, i.e., since November, 2015 and another ADE/Stat will fall vacant on 1st August, 2017.

My earlier request applications dt. 21.05.2015 & 30.08.2016.

.....

Respected Sir,

With due regards, it is humbly submitted that I have served 33 years of services in Board's office as class-III, Non-Gazetted and sitting at the verge of my retirement on 31st December, 2017. I am due and eligible for promotion as ADE.

The post of ADE/Civil is lying vacant for the last 18 month, i.e., since November, 2015 and two times DPC has been held for the said post till March, 2016.

The selection process for the post of ADE/Civil has been quite delayed and still pending between JS(G)/ERB-1 and AM/CE. (E-office - 314638)

Another, second post of ADE/Stat will fall vacant on 1st, August, 2017.

At present, total 11 **Drawing Staff** are small **ex cadre in Board's office**, consisting of 8 Head Draftsman (Class-III, Non-Gazetted) and 3 ADEs (Class II, Gazetted) and have combined seniority. Our colleagues of RBSS large Cadre in Board's office who joined in 1984 have promoted upto Director Level. But Drawing Cadre in Board's office don't have scope of promotions in Gazetted Posts after putting 33 years of services.

Therefore, it is humbly requested for early DPC selection processing of both ADE posts in Civil Engg Dte. and Stat & Econ. Dte, so that I may get promotion before my retirement.

Submitted for kind sympathetic consideration please.

Thanking you,

Yours faithfully,

New Delhi,
Dt.: 24.05.2017

(Arvind Kumar Srivastava)
Head Draftsman, Signal
Railway Board
Mobile No. 9810304054

Copy to: AM/CE, Railway Board.

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

सं. 2017/CEDO/SR/05

New Delhi, Dated 24.05.2017

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

विषय : Running of NDM1 (HP) Diesel Hydraulic locomotive for hauling of 06 nos. MLR type air brake NG coaches up to a maximum speed of 10 kmph on NRL-MAE section of Central Railway.

संदर्भ : Central Rly's letter no. W.681/Y.109/BR/II(NDM6), dated 09.03.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for for running of NDM1 (HP) Diesel Hydraulic locomotive for hauling of 06 nos. MLR type air brake NG coaches up to a maximum speed of 10 kmph on NRL-MAE section of Central Railway, subject to terms and conditions as given in Central Railway's Joint Safety Certificate no. JSC/10/2016, Track Certificate no. TC/10/2016, Bridge Certificate no. BC/10/2016 & RDSO's Final Speed Certificates no. SD.NDM1(HP).11, dated 28.02.2017 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter with Board's comments as under :

(a) Central Railway/RDSO should carry-out trails with light engine in the section and obtain the sanction for operation of light engine (locomotive without coaches) in the section so that relief engine could be sent in the section in case of loco failure in the section. This should be completed before introduction of train services in the section.
(b) In case, unit (Engine)-1 gets defective, the locomotive should be considered failed, since air pressure will not be able to build up with Unit (Engine)-2.
(c) Elastic couplings should be provided on the locomotive and coaches in phased manned for jerk free operation within one year.
(d) Provision of guard rails at all bridges, precipices and other critical locations in the entire section.
(e) Maintenance Manual for Locomotive and Coaches duly approved by CME/CEE/CR.
(f) Availability of adequate spares for maintenance of locomotive and coaches.

(A. K. Khandelwal)
EDTK/(Mc) as EDCE(G)

सं. 2017/CEDO/SR/05

New Delhi, Dated 24.05.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow- 226001, w.r.t. his endorsement no. Q. 21015/03/2016-17-TW, dated 30.03.2017.
2. The General Managers, All Indian Railways (except CR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDs – ME(Tr.) & ME(Chg.), Railway Board, New Delhi.

(A. K. Khandelwal)
For Secretary, Railway Board

O/C

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

सं. 2017/CEDO/SD/27 **New Delhi, Dated 16.05.2017**

The General Manager,
Central Railway,
Mumbai CST.

विषय: **Condonation** for adopting higher degree of curvature in Neral – Matheran Narrow Gauge section (2'.00") line.

संदर्भ: CR's letter no. PCE/CRS/BB/NRL-MAE/2017, dated 31.01.2017.

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

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

Encls: As above.

अनिल कुमार 16/5/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : padcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, CST Mumbai.

O/C

17/05/17

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

सत्यमेव जयते

रेल संरक्षा आयुक्त
मध्य परिमंडल
2री मंजिल, चर्चगेट स्टेशन उप भवन,
एम. के. रोड, मुंबई – 400020
टेली. फैक्स : 022 - 22056058

Commissioner of Railway Safety
Central Circle
2nd Floor, Churchgate Stn. Bldg.
Annexe, M. K. Road, Mumbai - 40002
Tele Fax : 022 - 22056058

No.C-13(283)/2017/198

Mumbai, dated : 14.03.2017

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow – 226 001.

Sub : Condonation for adopting higher degree of curvature in Neral-Matheran Narrow Gauge section (2'.00") line.

Please find enclosed herewith, Central Railway Administration's letter No.PCE/CRS/BB/NRL-MAE/2017 dated 31.01.2017, along with its enclosures duly recommended for obtaining Central Government's sanction with the following conditions :

1. All the safety precautions mentioned in Central Railway's letter No.PCE/CRS/BB/NRL-MAE/2017 dated 08.03.2017.

2. Check rail shall be provided on all curves sharper than 60 degree.

3. Ballast cushion of 180-200 mm shall be ensured.

(सुशील चंद्र)
रेल संरक्षा आयुक्त,
मध्य परिमण्डल, मुंबई

DA : C.Rly's letter dated 31.01.17
& 08.03.2017 In duplicate.

2017/CRPO/SP/27

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

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

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

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

संख्या–क्यू. 11011/19/2016–17–त0वि0 दिनांक: 05.05.2017

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

विषय: Condonation for adopting higher degree of curvature in Neral-Matheran Narrow Gauge section (2'."00) line.

संदर्भ: (1) रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या –C-13(283)/2017/148 दिनांक 04-03-2017
(2) रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या –C-13(283)/2017/278 दिनांक 20-04-2017

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

1. Provision of check rail at all such curve locations.
2. Suitable speed retriction is being imposed.

This has the approval of Chief Commissioner of Railway Safety.

05/5/2017

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।
प्रतिलिपि प्रेषित-- रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

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

सं. 2001/CEDO/SD/09 (Duplicate)

New Delhi, Dated 05.05.2017

The General Manager,
South Western Railway,
Hubli.

विषय : Amendment to "The Railways Opening for Public Carriage of Passengers Rules, 2000"; Provision of Catch/Slip siding.

संदर्भ : (i) CCRS's office letter no. R.11011/01/2008-T.W., dated 17.03.09
(ii) Your office D.O. letter no. SWR/W-439/SKLR- SBHR/Relaxation, dated 23.3.17

Vide letter referred at (i) above, in which Commission has given his considered views on the subject.

In view of above, it is proposed to make an amendment regarding Provision of Catch/Slip siding in "The Railways Opening for Public Carriage of Passengers Rules, 2000" in the @Note 2 of Question no. 46 (i.e. Form-XV List of Question and Answers). The existing and proposed provisions is given in juxtaposition as under :

Existing	Proposed amendments after CCRS's views
@ Note 2 : Any station situated in the immediate neighbourhood of the incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station a catch siding in the former case and slip siding in the later case, should be provided, if necessary, in a suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnote marked * 1 & 2 the definition of the station yard as given in the item 2 of Chapter II of Schedule of Dimensions shall apply.	@ Note 2 : Any station situated in the immediate neighbourhood of the incline steeper than 1 in 80 falling towards the station and 1 in 100 falling away from the station, a catch siding in the former case and slip siding in the later case, should be provided, if necessary, in a suitable position. However, in unavoidable conditions, Any station situated in the immediate neighbourhood of the incline steeper than 1 in 80 and flatter than 1 in 37 falling towards the station, provision of catch siding may dispensed with subject to the following provisions in the section : 1. Provision of standard and duly RDSO approved braking devices including AEB & ODB in all the locomotives working condition duly certified by the senior supervisor of the Railway just before start of graded section. 2. All trains freight as well as passengers carrying ones to have twin pipe conditions air brake system. 3. Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in coordination with loading locos. The take off points to a catch siding or a slip siding should normally be set and locked for the siding, except where required to be trailed through. "For the purpose of the footnote marked * 1 & @ 2 the definition of the station yard as given in the item 2 of Chapter II of Schedule of Dimensions shall apply and the definition of the immediate neighbourhood shall be maximum of EBD or longest train running in the section."

The above proposed amendment is being sent to Commission for their final considered view.

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

O/C

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

SN-2

/2/

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2017/CEDO/SD/26 **New Delhi, dated 11.05.17**

Principal Chief Electrical Engineer,
South Central Railway,
Secunderabad.

Sub.: Condonation for less horizontal clearance of existing 132 KV (DC) Over head Power Line Crossing of AP TRANSCO between Satulur – Narasaraopet Railway stations at Km. 40/6-7 on Nallapadu – Diguvametta section of Guntur Division of South Central Railway.

Ref.: S. C. Railway Principal Chief engineer / Secunderabad's letter no. 469/Infringements, dated 07.04.2017.

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

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

11/5/17

(Anil Kumar)
Director Civil Engineer (G)
Railway Board

Mobile no. 09717647611
Email: dcegrb@gmail.com

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
जारी
Issued
Enclosure
Signature
Date of issue

D:\Agrawal\R.p egg.doc

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

सं.2017/CEDO/SD/25

New Delhi, Dated 04.05.2017

The General Manager,
South Central Railway,
Secunderabad.

विषय : **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) of 220 kv Overhead Power Line Crossing at Km 96/1-2 regarding New Line construction between Gulbarga – Kamalapur in Sultanpur - Kurukota section of Secunderabad Division of South Central Railway.

संदर्भ : SCR's letter no. 469/Infringements, dated 17.04.2017.

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

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

अनिल कुमार 04/5/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, South Central Railway **Secunderabad**.
2. ED/RE(P), Railway Board.

O/C

Cosmia

Board

2017/CEDO/SDR5

S.No 1

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

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

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

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

संख्या–क्यू/ 11018/01/2017–18–तoवि0 दिनांक: 28.04.2017

सेवा में,

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

विषय: Condonation for infringing vertical clearance of 220 KV Over head Power Line Crossing between Sulthanpur - Kurukotta Railway stations at Km. 96/1-2 on Kamalapur - Gulbarga section of Guntakal Division of South Central Railway.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या – Q.11018/2/17-SCC./96 दिनांक 18.04.2017

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

1. Periodical maintenance of the power line crossings shall be carried out to ensure that the power line crossing continue to meet the safety standards as specified in Rule 76 of Indian Electricity Rules. To ensure this, regular joint check, at every three month, shall be conducted by the representatives of the Railways and TRANSCO at appropriate levels and required action, if any, shall be taken promptly.
2. There shall be no joint or splice in the span crossing over railway tracks in the conductors of power line crossing.
3. Protective devices as laid down in Indian Electricity Rules shall be provided on the power line crossing and their proper functioning shall be ensured.
4. It shall be ensured that the foundation is designed with highest soil classification with minimum factor of safety as 2.0.
5. No roof travel of passengers shall be permitted.
6. Rail level shall be marked on suitable engineering borad. Rail level shall not be permitted to raise during the period of condonation.

7. Staff shall not be permitted to carry any metallic pipes/tools exceeding a height of 4.50m.
8. Rail traffic shall be suspended when wind speed is more than designed wind speeds for the tower.
9. Rolling stock more than 4.42 mtr height shall not be permitted in the section.
10. ODC movement shall not be permitted in the section.
11. Infringement shall be recorded in SOD infringement register.
12. Infringement shall be removed by October, 2017.

This has the approval of Chief Commissioner of Railway Safety.

(रलभ शर्मा)
उप रेल संरक्षा आयुक्त (विक.)

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

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

सं.2011/CEDO/SD/IRSOD/EL/02

New Delhi, Dated 03.05.2017

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Review of Horizontal and Vertical clearances of Power Line Crossing.

संदर्भ : (i) Railway Board's letter of even no. dated 17.04.2015.
(ii) EDRE/Railway Board's note no.2017/RE/138/2, dated 24.04.2015.

Vide Board's letter of even number, dated 17.04.2015 under reference (i) above, RDSO were asked to examine the amendments to IRSOD 2004, for matters related to Electrical Directorate and for sending required Correction Slip for approval for Board, reply in this regard is still awaited.

Now, EDRE/Railway Board vide his note under reference(ii) above has again moved a proposal for Issuing correction in IRSOD(BG) Revised, 2004, in connection to Overhead Power Line crossing to Railway Track (Copy of relevant papers enclosed).

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

03/05/17

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

Copy forwarded for information & necessary action to :

1. ED(Track)-1, RDSO, Manak Nagar, Lucknow.
2. ED/RE(P), Railway Board.

03/05/17 O/C

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

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

सं. 2017/CEDO/SR/05

New Delhi, Dated 27.04.2017

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

विषय : Running of NDM1 (HP) Diesel Hydraulic locomotive for hauling of 06 nos. MLR type air brake NG coaches up to a maximum sped of 10 kmph on NRL-MAE section of Central Railway.

संदर्भ : Central Rly's letter no. W.681/Y.109/BR/II(NDM6), dated 24.04.2017.

Railway has submitted the item wise compliance to CCRS observations vide letter referred above, in response to Board's letter of even no. dated 11.04.2017. However, while processing the case it has been observed that :

(i) Item (a) (Prerequisite for introduction of train services in the section)- It has been mentioned that RDSO has been instructed to issue speed certificate for sanction, which is under process and thus not complied.
(ii) Item (d) - Proper remarks / compliance is not given.
(iii) Items (c) & (e) – Remarks/ Compliance required.

2. Further it may also be clarified that :

(i) Whether Sanction is applied for NDM1(HP) locomotive or for complete train with 06 nos. MLR type air brake NG coaches.

(ii) Whether any sanction is available or has been applied for Ist time running of rolling stock used in train consist (i.e. MLR coaches)

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

O/C

अनिल कुमार 27/4/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

Copy forwarded for Information & necessary action to :

- PCE, Central Railway C.S.T. Mumbai
- ED Track-1/RDSO- For Information and necessary action please
- ED/Motive Power/ RDSO; may please clarify that RDSO Speed certificate no. SD.NDM1(HP).11, dated 28.02.2017 is for running of NDM1(HP) locomotive or complete train with 06 nos. MLR type air brake NG coaches.

Railway Board 28/04/17

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

सं. 2017/CEDO/SD/RS/04 **New Delhi, Dated 25.04.2017**

The Director General,
RDSO, Manak Nagar,.
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for Utility Track Vehicle, supplied by M/s Trident Auto Components Pvt. Ltd.' Kanpur.

संदर्भ : Your office letter no. CT/TMM/General, dated 02.03.2017.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions for Utility Track Vehicle, supplied by M/s Trident Auto Components Pvt. Ltd.' Kanpur to IRSOD (BG) Revised, 2004.

The design of above Utility Track Vehicle infringes :

(i) Maximum rigid wheel base for four wheeled vehicles; is 8000mm instead of 6100mm (i.e. infringement of 1900mm) **(Ref :Clause 15)**.

(ii) Maximum length of body or roof for 4- wheeled vehicles; is 12357mm instead of 8540mm (i.e. infringement of 3817mm) **(Ref : Clause 19(a))**

(iii) Maximum length of side buffers for 4- wheeled vehicles; is 13150mm instead of 9810mm (i.e. infringement of 3340mm)**(Ref : Clause 20(a))**

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

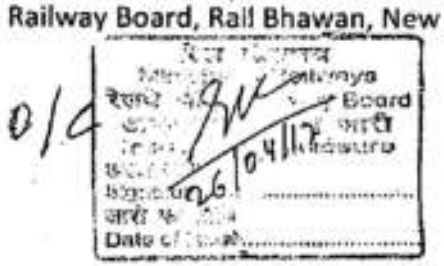
अनिल कुमार 26/4/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SD/RS/04 **New Delhi, Dated 25.04.2017**

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 14011/05/2016-17 - त.वि., dated 28.03.2017.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director (Track-1), RDSO, Lucknow.
(v) EDTk/Mc, Railway Board, Rail Bhawan, New Delhi.

अनिल कुमार 26/4/17
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड



5.N.4

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

सं. 2017/CEDO/SR/03 **New Delhi, Dated 21.04.2017**

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of 12 car formation BG AC EMU MRVC phase-II coaches fitted with M/s. Bombardier Electric and having Pneumatic suspension in secondary stage up to a maximum speed of 110 kmph on BVI-BR-DRD-BG routes of Western Railway.

संदर्भ : Western Rly's letter no. W 636/15/5 (W3), dated 26.10.2016.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of 12 car formation BG AC EMU MRVC phase-II coaches fitted with M/s. Bombardier Electric and having Pneumatic suspension in secondary stage up to a maximum speed of 110 kmph or sectional speed whichever is less on BVI-BR-DRD-BG routes of Western Railway, subject to terms and conditions as given in Western Railway's Joint Safety Certificate no. JSC/3/2016, dated 28.03.2016, Track Certificate no. TC/3/2016, dated 15.02.2016, Bridge Certificate no. BC/3/2016, dated 25.02.2016 & RDSO's Final Speed Certificates no. MC/EMU/MUTP, dated 25.01.2016 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

अनिल कुमार 21/4/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SR/03 **New Delhi, Dated 21.04.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow- 226001, w.r.t. his endorsement no. Q. 15015/02/2014-15-TW, dated 24.01.2017.
2. The General Managers, All Indian Railways (except WR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDs – EE(G) & ME(Chg.), Railway Board, New Delhi.

रेल मंत्रालय Ministry of Railways Board 21/4/2017 Signature Date of issue

अनिल कुमार 21/4/17
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं.2017/CEDO/SD/24

New Delhi, Dated 24.04.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : **Temporary Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv) of 33 kv Overhead Power Line Crossing between Km 573/5-6 (up to 30.05.2017) and of 132 kv Overhead Power Line Crossing between Km 572/5-6 (up to 30.06.2017) between Hirakud – Godbhaga section of SBP-TIG double line project in Sambalpur Division of East Coast Railway

संदर्भ : ECoR's letter no. ECoR/EL/G/452/07/Relaxation/SBP-TIG/558, dated 06.03.2017

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

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

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

Copy forwarded for information & necessary action to :

1. PCE, East Coast Railway **Bhubaneswar**.
2. ED/RE(P), Railway Board.

O/C

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

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

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

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

संख्या–क्यू.11019/01/2017–18–त0वि0

दिनांक:19.04.2017

सेवा में,

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

विषयः (i) Temporary relaxation of horizontal distance of 33 KV overhead power line crossing between km. 573/5-6 of Hirakud-Godbhaga Section of SBP-TIG double line project in Sambalpur division.
(ii) Temporary relaxation of horizontal distance of 132 KV overhead power line crossing between Km. 572/5-6 of Hirakud-Godbhaga section of SBP-TIG double line project in Sambalpur division.

संदर्भः रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या– 13 दिनांक 06.04.2017

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

1. Suitable permanent speed restriction being imposed at the site.
2. Horizontal clearance being marked on the site, so that the same is not disturbed during routine P-way maintenance
3. Special color paint is provided on structure to indicate infringement and special Engineering boards be placed at the location indicating les clearance.
4. Suspension of traffic when wind speed is more than designed wind speed for tower.
5. Towers of the power line crossings shall be jointly inspected by OPTCL & Railway officials and records are kept with traceability.
6. Infringements shall be recorded in SOD Infringement register.
7. Infringements shall be removed by 30/06/17 for 132kv line between loc.573/5-6 and by 30/05/17 for 33kv line between loc. 572/5-6

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

(शलभ त्यागी)
उप रेल संरक्षा आयुक्त (वि.क.)

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

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

सं. 2017/CEDO/SD/11

New Delhi, Dated 21.04.2017

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

विषय : **Vadala Road Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a) (ii) of proposed FOB at **Vadala Road** Station of Mumbai Division of Central Railway.

संदर्भ : Central Rly's letter no. PCE/CRS/Vadala/MRVC/2016, dated 20.10.2016.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, Item 7(a) (ii) (i.e. clearance of 4750mm instead of 5330 mm; → **infringement of 580mm**) of proposed FOB at **Vadala Road** Station of Mumbai Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Caution sign boards for less clearance will be fixed at every 10 m in the zone of infringement to warn the passengers from overcrowding in the infringement zone.

(ii) Special hatching shall be painted in red and black colour along staircase as well as on platform surface in the area of infringement.

(iii) No temporary or permanent structure will be permitted in the zone of infringement.

(iv) Stabling of hand trolley in the infringement zone will not be permitted to make entire available space, available for passenger movement.

(v) The area under infringement should be well illuminated during night time.

(vi) Permanent instructions shall be issued to drivers of all the trains to whistle while passing such platform with infringement to warn the passengers on the platform.

अनिल कुमार 21/4/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.): 011-23047598 (MTNL): 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SD/11

New Delhi, Dated 21.04.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/17/2016-17-T.W., dated 09.02.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Mumbai- 400020, w.r.t. letter no. C-13(280)/2017/62,dated 20.01.2017.

अनिल कुमार 21/4/17
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

Railway Board
21/04/17
Date of issue

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

सं. 2017/CEDO/SR/06 New Delhi, Dated 18.04.2017

The General Manager,
South Eastern Railway,
Garden Reach, Kolkata.

विषय : Sanction for provisional operation of BG Bogie Flat Steel Wagon [Unique Transportation Code – 'BFNS 22.9', Maximum Axle Load 22.9t] up to maximum speed of 60 kmph in both loaded and empty condition over South Eastern Railway BG system.

संदर्भ : S.E.Rly's letter no. G/WAGON/BFNSM 22.9/Pt.I, dated 20.02.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for provisional operation of BG Bogie Flat Steel Wagon [Unique Transportation Code – 'BFNS 22.9', Maximum Axle Load 22.9t] up to maximum speed of 60 kmph in both loaded and empty condition over South Eastern Railway BG system, subject to terms and conditions as given in South Eastern Railway's Joint Safety Certificate no. 03/17, Track Certificate, Bridge Certificate & RDSO's Provision Speed Certificates no. MW/BFNS, dated 18.07.2014 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

अनिल कुमार 18/4/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SR/06 New Delhi, Dated 18.04.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow- 226001, w.r.t. his endorsement no. S. 15019/01/SE/2016-17-TW, dated 06.04.2017.
2. The General Managers, All Indian Railways (except SER) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDs – CE(P) & ME(Fr.), Railway Board, New Delhi.

अनिल कुमार 18/4/17
(अनिल कुमार)
कार्यकारी निदेशक, रेलवे बोर्ड

Railways Board 18/4/17

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

सं. 2017/CEDO/SD/23

New Delhi, Dated 28.06.2017

The General Manager,
Southern Railway,
Chennai.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(i)&(ii) between centre line of proposed 3rd line and existing Heritage Station Building from km. 1.251 to km. 1.260 Royapuram Station (RPM); in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway.

संदर्भ : Southern Rly's letters no. W.351/M/47/Vol.II, dated 30.12.2016 & 25.05.2017.

With reference to the above referred application dated 30.12.2016; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(i)&(ii) (i.e. clearance of 4500mm instead of 5330 mm; → **infringement of 830mm**) between centre line of proposed 3rd line and existing Heritage Station Building from km. 1.251 to km. 1.260 Royapuram Station (RPM); in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway, as shown in Form - XVII and drawings, accompanying above referred letter with Board's comments as under :

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

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

(iii) After every major maintenance work, the infringement shall be measured, recorded and corrective action taken if necessary.

(iv) Clearance shall be measured every 6 months and records shall be kept with traceability.

28/6
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/23

New Delhi, Dated 23.06.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/11/2016-17-T.W., dated. 27.03.2017
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore - 560009, w.r.t. letter no. Q.11017/12/2016-17 SR/2189-2191,dated 28.02.2017.

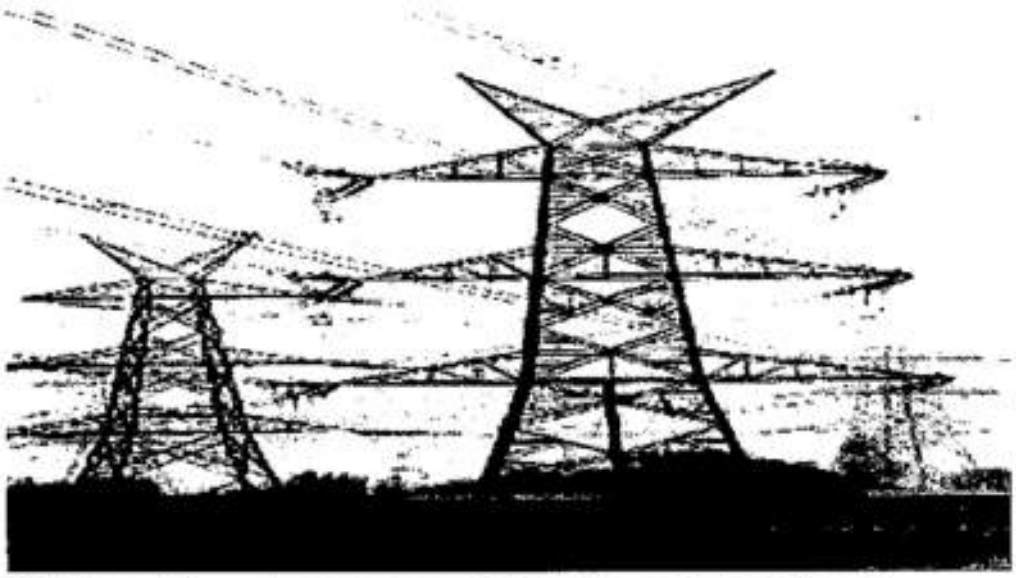
28/6
(प्रेम सागर गुप्ता)
वृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature
जारी की तिथि 28/6
Date of Issue

Faced with freak dust storm, fragile transmission towers collapse like ninepins

The towers were technically designed to withstand wind speeds much higher than the 115 kmph peak speed during the storm.

Written by Anil Sasi | New Delhi | Published:June 2, 2014 1:53 am



What has got the grid managers worried is the large scale toppling of transmission towers.

A record 30 transmission towers either collapsed or were severely damaged across the northern hinterland after Friday's freak dust storm, highlighting the fragility of India's grid infrastructure.

What has got the grid managers worried is the large scale toppling of transmission towers, all of which are technically supposed to be designed to

withstand much higher gusts of wind than the 115 kmph peak winds that were experienced on May 30.

As per the Bureau of India Standards' Code of Practice for Design of Wind Loads for Buildings and Structures (IS-875 Part III), the basic design of structures such as buildings in areas around the National Capital Region and most of the northern region should factor in wind speed of 47 metres per second, which works to around 169 kmph.

Additionally, for installations in open areas and high structures such as transmission towers, a margin of 10-15 per cent is to be further built in. For key structures such as high-tension 765kV towers, an extra safety margin of 7 per cent is supposed to have been factored in.

Despite this, an estimated 19 towers of 765kV capacity and another 11 of 400kV and 220kV across three northern states collapsed on account of the dust storm that occurred on Friday evening, with winds estimated to have been blowing at a peak of 92-114.8 kmph from the North-West direction into the northern plains.

In addition, there were at least half a dozen tripping of lines and substations due to faults such as insulators and jumper wires coming loose as the weather system travelled from Punjab across Haryana, and then to Delhi, according to the Northern Region Load Dispatch Centre's latest outage report.

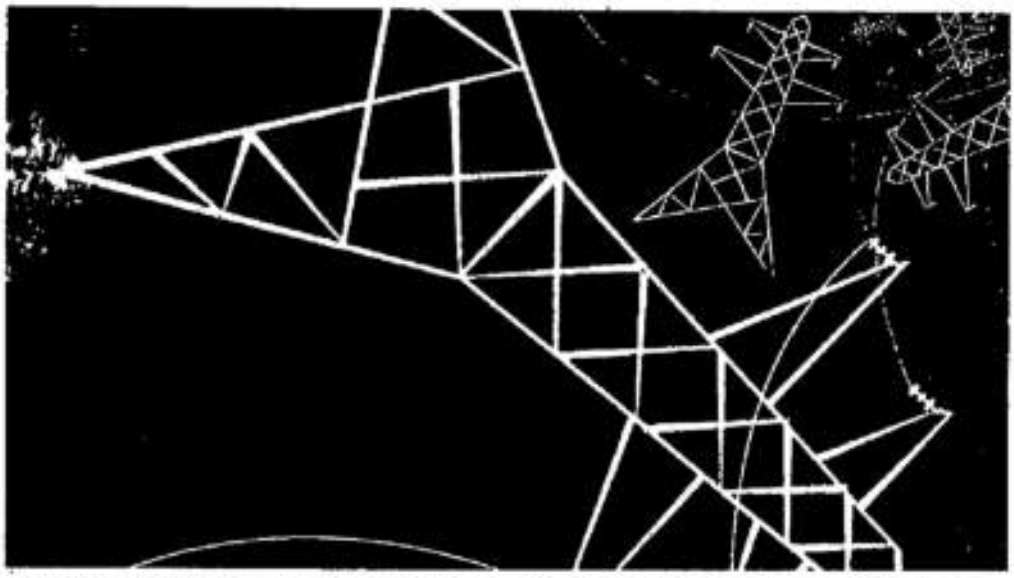
While the power ministry did coordinate a rescue act across the northern states in the immediate wake of the incident to ensure that power supplies were restored in the affected areas, grid managers are alluding to the larger concern that the transmission tower infrastructure may be "under designed", especially 765kV transmission towers that are supposed to be designed with additional safety margin.

This could explain their having collapsed like "ninepins" despite being subjected to wind speeds much below the expected design threshold, officials said

Power transmission: A towering problem

Increasing collapse of high capacity towers, which form the backbone of the network, exposes the fragility of grid infrastructure.

Written by **Anil Sasi** | Updated: September 9, 2015 1:55 am



The spate of tower collapses are, by no means, isolated incidents. They have been a reccurent theme, despite these being subjected to wind speeds much below the expected design threshold. (Illustration by: C R Sasikumar)

Between April and June this year, well over a dozen high-capacity power transmission towers of 765 kV and 400 kV capacity, the backbone of the Indian electricity network, collapsed in the face of pre-monsoon winds, highlighting the fragility of the country's grid infrastructure. The 765 kV double-circuit transmission towers hook up power lines that typically carry electricity to the tune of 3,000-5,000 MW and the collapse of more than one tower could potentially trigger a cascading grid failure, unless Special Protection Schemes are in place or the transmission system is spruced up to handle such a huge loss of power. The official estimate of the time taken to

bring these towers back into operation ranges between a few days to well over a month in some cases.

In response to the inter-state transmission towers — most of which are set-up by state-owned transmission firm Power Grid Corporation (PGCIL) — toppling like ninepins, the country's grid manager, POSOCO, has raised the red flag. POSOCO has underlined the fact that as compared with first quarter of last fiscal (April-June 2014), there is a marked increase in the 765 kV tower collapses and damage in the first quarter of this financial year (April-June 2015), forcing the grid manager to issue an alert that these failures be "investigated thoroughly" and remedial measures "undertaken immediately" across all utilities. "In the absence of this, the grid continues to remain vulnerable," POSOCO has observed in an official note, where it underscores the point that it is "improbable that all the failures are due to reasons beyond control, considering the geographical spread of incidents."

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Faced with freak dust storm, fragile transmission towers collapse like ninepins

The spate of tower collapses are, by no means, isolated incidents. They have been a reccurent theme, despite these being subjected to wind speeds much below the expected design threshold. This year, no major storm has been reported across the country during the April-June period.

OUTAGE DUE TO TOWER COLLAPSE AND DAMAGE (APRIL–JUNE 2015)

The outage details given below highlight the time taken for revival of power transmission.

NAME OF LINE	VOLTAGE	REGION	OUTAGE	REASON	REVIVAL TIME*
Fatehpur-Gaya	765 kV	East & North	14 May	Tower Collapse	18
Fatehpur-Gaya	765 kV	East & North	12 June	Tower Damage	14
Satna-Bina-I	765 kV	West	16 May	Tower Collapse	10
Dharamjaigarh-New	765 kV	West & East	16 June	Tower Damage	5
Agra-Jhatikara	765 kV	North	26 June	Tower Damage	4
Agra-Meerut	765 kV	North	19 May	Tower Collapse	15
Bina-Gwalior-III	400 kV	West	02 June	Tower Damage	18
Raipur-RSK-I & II	400 kV	West	25 April	Tower Collapse	12
Tamnar-Raipur-I	400 kV	West	25 April	Tower Collapse	28
Tamnar-Raipur-II	400 kV	West	25 April	Tower Collapse	06
Vindachal TPS-Satna-I & II	400 kV	West	13 May	Tower Collapse	13
Farakka-Durgapur-II	400 kV	East	24 May	7 Towers Collapsed	19
Bhilai-Koradi	400 kV	West	08 June	Tower Damage	2
Salal(NHPC)-Jammu(JK)-I	220 kV	North	07 April	Tower Collapse	6
Auraiya-Malanpur	220 kV	North & West	19 May	Tower Collapse	41
Auraiya-Mahgaon	220 kV	North & West	19 May	Tower Collapse	41

*In days

Source: POSOCO, Power Grid Corp

In May last year, a record 30 transmission towers either collapsed or were severely damaged across the northern hinterland after a freak dust storm, forcing the grid manager to raise concerns over the large scale toppling of transmission towers, all of which were technically supposed to be designed to withstand much higher gusts of wind than the 115 kmph peak winds experienced on May 30, 2014.

Theoritically, 765kV transmission towers are supposed to be designed with higher safety margins and have a design life of about 100 years. A PGCIL official defended the quality of the country's grid infrastructure and maintained that the 765 kV double circuit towers have been designed keeping in mind the maximum wind speed encountered in the region in the past 150 years and that all of these tower collapses were "isolated events".

While regulators have been alive to the dangers posed by a spate of tower collapses on the overall functioning of the electricity grid, no concrete action has been initiated from the regualtory standpoint so far. In May 2014, the Central Electricity Regulatory Commission (CERC) did take up the incident of a load crash in the Northern Region on May 30, 2014 as a suo motu petition, but is yet to deliver an order.

As per the Bureau of India Standards' Code of Practice for Design of Wind Loads for Buildings and Structures (IS-875 Part III), the basic design of structures such as buildings in areas around the National Capital Region and

most of the northern region should factor in wind speed of 47 metres per second, which works to around 169 kmph. Additionally, for installations in open areas and high structures such as transmission towers, a margin of 10-15 per cent is to be further built in. For key structures such as high-tension 765kV towers, an extra safety margin of 7 per cent is supposed to have been factored in.

Incidently, in October last year, 28 months after two successive grid collapses triggered cascading outages across most of northern and eastern India, the country's grid manager had red-flagged at least half-a-dozen hotspots in the nation's grid infrastructure that continue to be vulnerable to high voltage tower collapses. According to an earlier July 2014 report by POSOCO, the lack of System Protection Schemes at these locations to mitigate the resulting unplanned outages and systemic shock put at risk major power generation complexes at locations that included Singrauli, Rihand, Vindhyachal, Korba, Ramagundam, Dadri, Sipat, Mundra and Sasan, which depend on high capacity 400 kV and 765 kV AC transmission corridors for power evacuation.

The July POSOCO report too flagged that the CEA had revised the transmission planning security criteria in January 2013 after the July 2012 twin blackouts. The revised criteria required the grid to remain stable in case of two contingencies in the same area such as tripping of two transmission lines or the collapse of a tower carrying two circuits.

Receipt 275255/2017

CEE-I

पूर्व तट रेलवे/EAST COAST RAILWAY

मुख्य यांत्रिक इंजीनियर
का कार्यालय, भुवनेश्वर
Office of the
Chief Mechanical Engineer
Bhubaneswar

No.M3/16/Pt-VIII/ 139
Exec. Dir. Civil. Engg. (G),
Railway Board,
New Delhi.

Dated: 23.03.2017

Sub: CRS sanction for running of BG Bogie Flat steel wagon type BFNS with axle load 22.9T on all routes of East Coast Railway.

Ref: CBE/ECoR/BBS's letter No.W3/Br/CRS/1820 dated 22.03.2017

****

East Coast Railway has processed for obtaining CRS sanction for the BFNS wagon with axle load 22.9T.CBE/ECoR has asked the copy of first time Railway Board sanction for running the said wagon up to a maximum permissible speed of 100 KMPH in empty & 60 KMPH in loaded condition.

CEDO

Railway Board is, therefore requested to arrange to send the first time sanction copy for running of BG Bogie Flat steel wagon type BFNS with axle load 22.9T, so that further action for getting CRS sanction can be taken at this end.

Pl. connect & last relevant papers

Encl: As Above.

11/04/17

23/3/17
(Subodh Choudhary)
मुख्य चल स्टॉक अभियन्ता
Chief Rolling Stock Engineer

Copy to:

(1) Exec. Dir. Mech. Engg. (Frt)/Rly Board for information and necessary action please.
(2) CBE/ECoR/BBS for information please.

Ministry
28 MAR 2017

2017/CEDO/SR/05
Process - on 11/04/17

Dy CME (C & W)
Dy CME (Chg)
EME
AEME (C & W)
SSE/.....

पृष्ठ सं. F/No.....
पि.सं. B/Ref.....
अ.सं. F/Ref.....

EAST COAST RAILWAY

Office of the
Principal Chief Engineer
Rail Sadan, Bhubaneswar -17.
Dated: 22.03.2017

No.W3/Br/CRS/ 1820

To

(1)The Chief Passenger Transportation Manager,
East Coast Railway,
Bhubaneswar,

(2)The Chief Rolling Stock Engineer,
East Coast Railway,
Bhubaneswar.

Sub: Submitting the proposals for CRS sanction with required documents.

Various proposals are being received for processing for CRS Saction without the following requisite documents:-

(1) **First Time Sanction of Railway Board.**

(2) **Final Speed Certificate issued by RDSO**

(3) **EBD at different speed & gradient with applicable Diesel & Electric locomotive.**

Details of proposals received during recent past are given below for your appraisal please.

Sl No	Detail of proposal	Proposal originated by	Date of receipt by this office	Document required	Present status
1	Running of BOXNHA (CC+8+2),	MECH	25.11.2016	First Time sanction of Rly Board.	Pending with Mechanical Deptt. since 01.12.2016.
2	Running of BOXN(CC+8+2),	MECH	29.11.2016	First Time sanction of Rly Board.	Pending with Mechanical Deptt. since 01.12.2016.
3	Running of BCNM1(CC+8+2),	MECH	29.11.2016	First Time sanction of Rly Board.	Pending with Mechanical Deptt. since 01.12.2016.
4	Running of BOXNLWMI (CC+8+2),	MECH	16.11.2016	1.Final Speed Certificate of RDSO 2. First Time sanction of Rly Board 3. EBD	Pending with Mechanical Deptt. since 18.11.2016
5	Running LS-1 Coach in train No-12801/12802 Purushottan Exp.	OPTG	31.03.16	1. Final Speed Certificate of RDSO 2. First Time sanction of Rly Board 3. EBD	Pending with Mechanical Deptt. since 04.04.2016.

22/3

PROPOSALS RECEIVED DURING MARCH -2017

Sl no	Details of proposal	Proposal originated by	Date of receipt by this office	Document required	Present status
1	Running of LHB NON-AC EOG GS (LS5/LS3/LS2)	OPTG	06.03.2017	1. Final Speed Certificate of RDSO. 2. FirstTime sanction of Rly Board . 3. EBD	Pending with Mechanical Deptt. since 17.03.2017.
2	Running of BFNS 22.9 T	OPTG	06.03.2017		
3	Running of LWGFAC, LWGACCW, LWGACCN, LS4, LWGSCN, LGSLR	MECH & OPTG	17.3.17		
4	Running of BVCM	OPTG	17.03.17		

It may please be appreciated that without the required documents as mentioned above, application cannot be submitted to CRS office for the sanction of CRS.

Hence, it is requested that proposals may please be submitted with the required documents for CRS sanction to avoid communication delays.

(D.P.Lal) 24/3/17
Chief Bridge Engineer

Copy to :-

1. Secretary to PCE - For information of PCE please.
2. Secretary to CME/BBS - For information of CME please.

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

सं. 2017/CEDO/SD/RS/05 ~~2017/CEDO/SR/06~~

New Delhi, Dated 11.04.2017

The Director General,
RDSO,
Manak Nagar, **Lucknow.**

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

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

संदर्भ : RDSO's letter no. CT/DEL/AC/EMU/BG, dated 20.01.2017.

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

In view of above, RDSO and Railway are requested to send feedback/clarifications to the above observations (as the case may be), so that the same can be processed further.

11/04/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, Central Railway C.S.T. Mumbai.
2. ED/Track-1, RDSO, Manak Nagar, Lucknow.

Copy for information to :

1. EDEE(G), Railway Board

O/C

12/04/17.

2017/CEDO/SP/RS/05

SNo1

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

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

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

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

संख्या– क्यू.14011/01/2016–17–त.वि.

दिनांक: 10.04.2017

सेवा में,
सचिव (इंजीनियरिंग),
रेलवे बोर्ड,
रेल भवन,
नई दिल्ली–110001.

[ध्यानाकर्षण: EDCE(G)]

विषय: Condonation for infringements to Indian Railway Schedule of Dimensions (BG)–Revised 2004 of Air Conditioned AC EMU coaches for Central Railway with indigenous 3-phase propulsion system of M/s. BHEL.

संदर्भ: रेल पथ अभिकल्प निदेशालय, अनुसंधान, अभिकल्प और मानक संगठन, लखनऊ का पत्र संख्या– सीटी/डीईएल/एसी/ईएमयू/बीजी, दिनांक 20.01.2017 (प्रतिलिपि संलग्न)

The above subjected case, forwarded by R.D.S.O., Lucknow vide letter under reference, was examined by this office and certain clarifications were sought from R.D.S.O vide this office's letter of even no. dated 25.01.2017. R.D.S.O vide letter no. CT/DEL/AC/EMU/BG, dated 31.03.2017 has sent the clarifications. Copy of these letters is also enclosed along with the case.

The case is hereby forwarded for necessary action with following remarks:

1. Movement of subject rolling stock would be at restricted speed at locations of structures belonging to Schedule–II. Necessary conditions for such movement would be addressed & identified and be incorporated in the R.D.S.O's speed certificate.

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

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

9/04/2017
(उत्तम प्रकाश)
उप रेल संरक्षा आयुक्त (यांत्रिक)
कृते मुख्य रेल संरक्षा आयुक्त

संलग्नक: उपरोक्त ।

प्रतिलिपि सूचनार्थ–कार्यकारी निदेशक मानक/रेल पथ–1
अनुसंधान, अभिकल्प और मानक संगठन, लखनऊ ।

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

सं. 2017/CEDO/SD/15

New Delhi, Dated 11.04.2017

The General Manager,
North Western Railway,
Jaipur

विषय : **Temporary Condonation** (up to 30.06.2017) for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) of 220 kv Overhead Power Line Crossing at Km 57.477 between Charkhi dadri – Manheru in Rewari - Manheru section of Bikaner Division of North Western Railway.

संदर्भ : N.W.Rly's letter no. EL/591/2, dated 02.02.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 30.06.2017) for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) (i.e. clearance of 9115mm instead of 12660 mm; → **Infringement of 3545mm**) of 220 kv Overhead Power Line Crossing at Km 57.477 between Charkhi dadri – Manheru in Rewari - Manheru section of Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) OHE shall not be provided till the infringement exists.
(ii) Track shall not be raised from existing levels.
(iii) Special engineering board shall be provided indicating the infringement and clearance.
(iv) Vertical clearances shall be measured jointly by Electrical and Engineering department at the interval of 3 months and records shall be kept with traceability.
(v) It must be specifically ensured that no passenger is travelling on roof of train in this section.
(vi) Infringement shall be removed by 30.06.2017.

11/04/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/15

New Delhi, Dated 11.04.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/06/2016-17-T.W., dated 17.02.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Mumbai- 400020, w.r.t. letter no. 221/137,dated 07.02.2017.

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

11/04/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं .2017/CEDO/SD/22 **New Delhi, Dated 11.04.2017**

The General Manager,
Southern Railway,
Chennai.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(b)(i) between centre line of track and Stairway of Foot Over Bridge at Chainage 2571.50 at Washermenpet Station; in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway.

संदर्भ : Southern Railway's letter no. W.351/M/47/Vol.II, dated 28.11.2016

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

Further, proposed 3rd line indicated in yard drawing seem to be at same level and isolated from PF no. 2 and FOB at PF no. 2 by proposed fencing/wall. The exact structure of fencing/wall and completion schedule of proposed fencing/wall and proposed 3rd line may be indicated.

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

11/4/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to PCE, Southern Railway Chennai.

O/C

रेलवे बोर्ड
Ministry of Railways
Railway Board
अनुमोदनों सहित जारी
Issued with Endorsements
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

2017/CEDO/SD/22 Receipt No 2720511/2017 SNo 1

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

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

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

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

संख्या–क्यू. 11017/12/2016–17–त0वि0 दिनांक: 27.03.2017

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

विषय: Laying of 3rd & 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section - Condonation for horizontal infringement between centre line of track and Stairway of Foot Over Bridge at Chainage 2571.50 at Washermenpet (WST) – reg.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर के पत्र संख्या–Q. 11017/09/2016-17/SR/2192-2194 दिनांक 28.02.2017

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

(1) Special paints provided on structure to indicate infringement. Clearance shall be painted on the structure for reference.
(2) Slewing of track shall not be permitted to further worsen the infringement.
(3) After every major maintenance work, the infringement shall be measured, recorded and corrective action taken if necessary.
(4) Clearance shall be measured every 6 months and records shall be kept with traceability.
(5) W/L Board should be installed for blowing the have to alert the passengers on the platform.

CEDO 31/3/17

This has the approval of Chief Commissioner of Railway Safety.

27/03/2017

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं.2017/CEDO/SD/23

New Delhi, Dated 11.04.2017

The General Manager,
Southern Railway,
Chennai.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(i)&(ii) between centre line of proposed 3rd line and existing Heritage Station Building from km. 1.251 to km. 1.260 Royapuram Station (RPM); in connection with laying of 3rd and 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section in Chennai Division of Southern Railway.

संदर्भ : Southern Railway's letter no. W.351/M/47/Vol.II, dated 30.11.2016

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

Further, the detailed yard drawing needs more clarity by indicating new works, existing works and presented properly to a larger scale.

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

11/04/17

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

Copy forwarded for information & necessary action to PCE, Southern Railway Chennai.

O/C

12/04/17.

2017/CE90/SD/23 Receipt No - 272063/2017 SNo/

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

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

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

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

संख्या-क्यू. 11017/11/2016-17-तoवि0

दिनांक: 27.03.2017

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

विषय: Laying of 3rd & 4th line between Chennai Beach (MSB) and Korukkupet (KOK) section - Condonation for horizontal infringement between centre line of proposed 3rd line and existing Royapuram Station Building from 1.251 to Km. 1.260 at Royapuram Station (RPM)-reg.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर के पत्र संख्या-Q. 11017/12/2016-17/SR/2189-2191 दिनांक 28.02.2017

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

(1) Special paints provided on structure to indicate infringement. Clearance shall be painted on the structure for reference.
(2) Slewing of track shall not be permitted to further worsen the infringement.
(3) After every major maintenance work, the infringement shall be measured, recorded and corrective action taken if necessary.
(4) Clearance shall be measured every 6 months and records shall be kept with traceability.

SE/100
31/3/17

This has the approval of Chief Commissioner of Railway Safety.

27/03/2017

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं. 2017/CEDO/SR/05 **New Delhi, Dated 11.04.2017**

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

विषय : Running of NDM1 (HP) Diesel Hydraulic locomotive for hauling of 06 nos. MLR type air brake NG coaches up to a maximum speed of 10 kmph on NRL-MAE section of Central Railway.

संदर्भ : Central Rly's letter no. W.681/Y.109/BR/II(NDM6), dated 09.03.2017.

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

In view of above, Railway is requested to send feedback/clarifications to the above observations (except (c) & (e)), so that the same can be processed further.

11/4/17

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

Copy forwarded for information & necessary action to PCE, Central Railway C.S.T. Mumbai.

O/C

10/4/17

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

2017/CEDO/SR/05 Receipt No - 27207242017 SNoT

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

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

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

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

संख्या–क्यू. 21015/03/2016–17–तoविo

दिनांक: 30.03.2017

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

[ध्यानाकर्षण: EDCE(G)]

विषय: Sanction for regular operation of NDM1 (HP) Diesel Hydraulic locomotives for hauling of 06 nos of MLR type air brake NG coaches upto a maximum speed of 10 kmph on Neral - Matheran NG section of Central Railway.

संदर्भ: रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या– C-11(155)/2017/204 दिनांक 16.03.2017

Case pertaining to regular operation of NDM1(HP) diesel Hydraulic locomotives for hauling of 06 nos of MLR type air brake NG coaches upto a maximum speed of 10 kmph on Neral- matheran NG section of Central Railway, Mumbai (CRS/CC) vide letter no.C-11(155)/2017/204, Dated 16.03.2017 (copy enclosed).

Central Railway has processed for regular operation of the subject rolling stock at the maximum speed of 10kmph on the basis of joint safety certificate no.JSC/10/2016, Dated 08.03.2017. Track certificate TC/10/2016 Dated 08.03.2017. Bridge certificate no. BC/10/2016 Dated 07.03.2017. and RDSO final speed certificate No. SD.NDM1(HP).11, Dated 28.02.2017.

Case has been examined and is hereby forwarded for necessary action with the following conditions:

(a) Central Railway/RDSO should carry-out trails with the light engine in the section and obtain the sanction for operation of light engine (locomotive without coaches) in the section so that relief engine could be sent in the section in case of loco failure

CEDO
31/3/17

in the section. This should be completed before introduction of train services in the section.

(b) In case, unit (Engine)-1 gets defective, the locomotive should be considered failed, since air pressure will not be able to build up with Unit (Engine)-2.

(c) Elastic couplings should be provided on the locomotive and coaches in phased manned for jerk free operation within one year.

(d) Provision of guard–rails at all bridges, precipices and other critical locations in the entire section.

(e) Maintenance Manual for Locomotive and Coaches duly approved by the CME/CEE CR.

(f) Availability of adequate spares for maintenance of locomotive and coaches.

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

(हालम एंगती) 30/5/17
उप रेल संरक्षा आयुक्त (वि.क.)
कृते मुख्य आयुक्त रेल संरक्षा

संलग्नक: उपरोक्त ।
प्रतिलिपि सूचनार्थ एवं आवश्यक कार्यवाही हेतु–रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई ।

P-272214

Ambrish Kumar Gupta
Addl. Member (Traffic)
Tel. 011-23382427 Fax 23303990
Email: amt@rb.railnet.gov.in

सत्यमेव जयते

स्वच्छ भारत
एक कदम स्वच्छता की ओर

भारत सरकार
रेल मंत्रालय, (रेलवे बोर्ड)
रेल भवन, नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
RAIL BHAVAN, NEW DELHI-110001

D.O.No.2017/TT-IIIM)/71/BD/6

Dated 30.3.2017

My dear Aggarwal,

Sub: Visit of Hon'ble Prime Minister of Bangladesh from 7th to 10th April, 2017

A meeting was held by the concerned Ministries under Government of India on 29.3.2017 to discuss about the outcome of the forthcoming visit of Hon'ble Prime Minister of Bangladesh to New Delhi. The following decisions pertaining to Railways have been taken by the Principal Secretary to Prime Minister:-

1) Bangladesh Railway will be inaugurating a Trial Run of second Maitree train from Khulna to Kolkata which shall be flagged off by the Hon'ble Prime Ministers of India and Bangladesh on 08.04.2017. Indian Railways shall accordingly provide Engine and crew well in time for bringing the rake from Benapole to Kolkata and return of the said rake on next day via the same route.

1.1) A work regarding provision of fencing and other infrastructural works on Benapol-Petrapole border has also been sanctioned at a cost of Rs 10 crores which has duly been communicated to Eastern Railway. The subject work would be pre-requisite for regular running of Khulna-Kolkata train. (TDC-July 2017).

2) A new LHB rake is being introduced to run existing Maitree Express train on/from 14.04.2017. Presently, passengers are required to be detrained at Gede for immigration and customs checks etc. Ministry of Home Affairs have since agreed for end to end checking for which a new ICP needs to be created by Eastern Railway at Kolkata terminal (TDC- August, 2017). BSF personnel would be accompanying the train with introduction of end to end checking of the subject train.

Since the subject issues are being monitored at the highest level by both Governments of India and Bangladesh, I would sincerely request you to please urgently look into the matter and expedite execution of the said works within the Target dates as indicated above.

A copy of the letter from Deputy Secretary, Prime Minister's Office is also enclosed.

This is MOST URGENT

Yours sincerely

30.03.17

(Ambrish Kumar Gupta)

Shri S.N.Aggarwal
General Manager
Eastern Railway
Kolkata

Copy to: ME/Railway Board for kind information please.

Adv (SD) May also see for item no. 2.

31.03.17

31.03.17

DCE(G) CEDO PR. See if anything has to be done from 'A'

11/04/17

Chairman Railway Board
PTG No. L 27448
Date 31/3

Secret / Most Immediate

Prime Minister's Office

South Block, New Delhi – 110011

*****

Subject: Visit of Prime Minister of Bangladesh

Principal Secretary to PM chaired a meeting on the above subject on Wednesday, 29 March 2017 at 1200 hrs at PMO, South Block.

2. The undersigned is directed to convey the approved minutes of the meeting for further necessary action.

Kumar

(~~Vivek~~ Kumar)

Deputy Secretary

Tel: 2301 0849

EDCE. 31/3 31/3

PL ensure

Foreign Secretary

Home Secretary

IT 31/3 Secretary, Ministry of Shipping

Chairman, Railway Board

Chairman, CBEC

AHE Chairman, Inland Waterways Authority of India

PMO ID No. 4594718/2017/POL dated 29 March 2017

~~Action~~ SD

Encl: a/a

RM/CWII

ICI21 ER -

Kindly inform PCE/ER about inauguration of trial Run on 8/04/2017

JS informed to PCE/ER on phone today. Please ensure further action.

31/03/17 AM/CE

EDCE/S

Issues and Decisions

No.	Issue	Decision Points
	SHIPPING & TRANSIT	
1.	**Operationalization of MOU relating to the Use of Chittagong and Mongla Ports for Movement of goods to and from India**	Offer counter draft SOPs under the MOU to Bangladesh so that the initialled Agreement and SOPs can be concluded simultaneously. Decision: **It was agreed that as soon as Bangladesh side responds to our draft, we would revert quickly. If necessary, Secretary, Shipping will travel to Bangladesh to clinch the MOU.**
		Permit movement of Bangladeshi trucks across the border into Tripura using the car pass system as a trade facilitation measure that will reduce transhipment time and cost. Decision: **It was noted that this arrangement already exists as far as movement of Bangladeshi trucks up to ICP/LCS is concerned. It will be suitably reflected in the Joint Statement.**
2.	**Signing of MOU on Passenger and Cruise Services along the Coastal & Protocol Routes and SOPs**	Allow crew members with valid passports (without visa), certificates of employment and authenticated permits to get 72 hour shore leave in India/ Bangladesh. Decision: **It was decided that the existing arrangement as applicable under PIWTT would apply for all crew personnel who do not come on shore on Indian territory. For those who come on shore on Indian territory, 72 hour shore leave can be granted provided valid passport (without insistence on visa) together with authenticated CDC or inland water documents as appropriate, is produced. MHA/BOI would set up Immigration facilities at relevant ports of call to enable proper scrutiny of crew personnel.**
3.	**Amendment of bilateral Protocol on Inland Waterways Transit & Trade**	Allow crew members with valid passports (without visa), certificates of employment and authenticated permits to get 72 hour shore leave in India/ Bangladesh. Decision: **Same as above.**

		Propose amendment in PIWTT to enable Bangladeshi trucks with transhipment cargo to move from Sherpur and Ashuganj in Bangladesh to Agartala through Akhaura-Agartala on the basis of the car pass system. **Decision:** **It was noted that no amendment is required, as the facility already exists. This will be suitably reflected in the Joint Statement.**
		Amend PIWTT to include Pangoan and Dhubri as new ports of call and station Customs and Immigration officials there. **Decision:** **This was agreed. It was further decided that relevant immigration and customs officials should be stationed at Dhubri.**
	RAILWAYS	
4.	**Launch new Kolkata-Khulna passenger train via Petrapole**	Confirm date for launch of this service by both India and Bangladesh Railways. **Decision:** **It was decided that the trial run would be inaugurated by the two Prime Ministers on 8 April 2017. Relevant immigration and customs officials would be stationed at Petrapole.**
		Construct upgraded railway station at Petrapole to facilitate international passenger movement and station necessary manpower there. **Decision:** **It was decided that the full service would be started by July 2017. Indian Railways will construct the upgraded railway station. However, this will only be a temporary requirement, as ICP Petrapole passenger terminal would cater to rail traffic by mid-2019.**
5.	**Improve functioning of Maitree Express**	Allow end to end immigration/ customs procedures on the fully AC passenger train services between Kolkata and Dhaka and Khulna so as to reduce passenger inconvenience. **Decision:** **It was decided that the fully AC passenger train would be launched on 14 April 2017.**

		Set up International Railway Terminal in Kolkata by making necessary provision in rail budget and stationing necessary manpower there. **Decision:** **It was decided that end-to-end immigration and customs would be facilitated from International Railway Terminal at Chitpur, Kolkata. The terminal would be constructed by Indian Railway by August 2017. Relevant immigration and customs officials would be stationed at Chitpur.**
		VISA ISSUES
6.	**Port restrictions on visas issued to Bangladeshi nationals**	Remove port restrictions on visas to Bangladeshi nationals by allowing entry and exit from the 23 international airports as well as ICP Haridaspur and ICP Gede. This requires a clarification by MHA to allow our Mission and Posts in Bangladesh to issue such visas and a change of visa stickers by MEA. **Decision:** **Home Secretary informed that necessary clarification would be issued by 31 March 2017. This would be suitably reflected in the Joint Statement.**
7.	**Muktijoddha visas**	Extend 5 year multiple entry visa to Muktijoddha below 65 to cover those Muktijoddhas who were between 13-19 years of age in 1971. This will be mainly of symbolic value and will enhance our goodwill within a community that is extremely well-disposed and which contributes greatly to keeping alive the Liberation War spirit in Bangladesh. This requires an order from MHA to allow issue of such visas based on verification by Mission. **Decision:** **Director, IB requested that the entire Bangladeshi database of Muktijodhas should be shared to ensure that there is no fraud. It was agreed that HCI, Dhaka will scrutinize such applications and ensure that the applicant carried proof of being a Muktijodha, on which basis the visa can be issued. Full details of successful visa applicants will be shared with IB every three months.**

8.	**Simplification of medical visas for Bangladeshi nationals**	Amend the Revised Travel Arrangements to remove the condition of diagnosis and confirmed specialised treatment prior to application for medical visa to allow Bangladeshis wishing to seek medical consultation at Indian hospitals prior to diagnosis. **Decision:** **It was noted that the Bangladeshi request was for enabling Bangladeshi nationals visiting India for diagnosis. It was agreed that this could be facilitated, subject to the applicant having a confirmed appointment in recognized Indian hospital and a referral from Bangladeshi doctors reflecting the ailment. Suitable amendments to visa guidelines will be made. This will be suitably reflected in the Joint Statement.**

*****

Ambrish Kumar Gupta
Addl. Member (Traffic)
Tel. 011-23382427 Fax 23303990
Email: amt@rb.railnet.gov.in

सत्यमेव जयते

स्वच्छ भारत
एक कदम स्वच्छता की ओर

भारत सरकार
रेल मंत्रालय, (रेलवे बोर्ड)
रेल भवन, नई दिल्ली-110001
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
RAIL BHAVAN, NEW DELHI-110001

D.O.No.2017/TT-IIIM)/71/BD/6

Dated 30.3.2017

My dear Aggarwal,

Sub: Visit of Hon'ble Prime Minister of Bangladesh from 7th to 10th April, 2017

A meeting was held by the concerned Ministries under Government of India on 29.3.2017 to discuss about the outcome of the forthcoming visit of Hon'ble Prime Minister of Bangladesh to New Delhi. The following decisions pertaining to Railways have been taken by the Principal Secretary to Prime Minister:-

1) Bangladesh Railway will be inaugurating a Trial Run of second Maitree train from Khulna to Kolkata which shall be flagged off by the Hon'ble Prime Ministers of India and Bangladesh on 08.04.2017. Indian Railways shall accordingly provide Engine and crew well in time for bringing the rake from Benapole to Kolkata and return of the said rake on next day via the same route.

1.1) A work regarding provision of fencing and other infrastructural works on Benapol-Petrapole border has also been sanctioned at a cost of Rs 10 crores which has duly been communicated to Eastern Railway. The subject work would be pre-requisite for regular running of Khulna-Kolkata train. (TDC-July 2017).

2) A new LHB rake is being introduced to run existing Maitree Express train on/from 14.04.2017. Presently, passengers are required to be detrained at Gede for immigration and customs checks etc. Ministry of Home Affairs have since agreed for end to end checking for which a new ICP needs to be created by Eastern Railway at Kolkata terminal (TDC- August, 2017). BSF personnel would be accompanying the train with introduction of end to end checking of the subject train.

Since the subject issues are being monitored at the highest level by both Governments of India and Bangladesh, I would sincerely request you to please urgently look into the matter and expedite execution of the said works within the Target dates as indicated above.

A copy of the letter from Deputy Secretary, Prime Minister's Office is also enclosed.

This is MOST URGENT

Yours sincerely

30.03.17
(Ambrish Kumar Gupta)

Shri S.N.Aggarwal
General Manager
Eastern Railway
Kolkata

Copy to: ME/Railway Board for kind information please.

Chairman, Railway Board
PTS No. L 27/449
Date 31/3

Secret / Most Immediate

Prime Minister's Office

South Block, New Delhi – 110011

*****

Subject: **Visit of Prime Minister of Bangladesh**

Principal Secretary to PM chaired a meeting on the above subject on Wednesday, 29 March 2017 at 1200 hrs at PMO, South Block.

2. The undersigned is directed to convey the approved minutes of the meeting for further necessary action.

Kumar

(Vivek Kumar)

Deputy Secretary

Tel: 2301 0849

EDCE.

Foreign Secretary

Home Secretary

Secretary, Ministry of Shipping

Chairman, Railway Board

Chairman, CBEC

Chairman, Inland Waterways Authority of India

PMO ID No. 4594718/2017/PoL dated 29 March 2017

Encl: a/a

Kindly inform PCE/ER about inauguration of Inter Run on 8/04/2017

1. Informed to PCE/ER on phone today. Please ensure further action.

31/03/17
AM/CE

EDCE/S

Page 1 of 5

Issues and Decisions

No.	Issue	Decision Points
	SHIPPING & TRANSIT	
1.	**Operationalization of MOU relating to the Use of Chittagong and Mongla Ports for Movement of goods to and from India**	Offer counter draft SOPs under the MOU to Bangladesh so that the initialled Agreement and SOPs can be concluded simultaneously. **Decision:** **It was agreed that as soon as Bangladesh side responds to our draft, we would revert quickly. If necessary, Secretary, Shipping will travel to Bangladesh to clinch the MOU.**
		Permit movement of Bangladeshi trucks across the border into Tripura using the car pass system as a trade facilitation measure that will reduce transhipment time and cost. **Decision:** **It was noted that this arrangement already exists as far as movement of Bangladeshi trucks up to ICP/LCS is concerned. It will be suitably reflected in the Joint Statement.**
2.	**Signing of MOU on Passenger and Cruise Services along the Coastal & Protocol Routes and SOPs**	Allow crew members with valid passports (without visa), certificates of employment and authenticated permits to get 72 hour shore leave in India/ Bangladesh. **Decision:** **It was decided that the existing arrangement as applicable under PIWTT would apply for all crew personnel who do not come on shore on Indian territory. For those who come on shore on Indian territory, 72 hour shore leave can be granted provided valid passport (without insistence on visa) together with authenticated CDC or inland water documents as appropriate, is produced. MHA/BOI would set up Immigration facilities at relevant ports of call to enable proper scrutiny of crew personnel.**
3.	**Amendment of bilateral Protocol on Inland Waterways Transit & Trade**	Allow crew members with valid passports (without visa), certificates of employment and authenticated permits to get 72 hour shore leave in India/ Bangladesh. **Decision:** **Same as above.**

		Propose amendment in PIWTT to enable Bangladeshi trucks with transhipment cargo to move from Sherpur and Ashuganj in Bangladesh to Agartala through Akhaura-Agartala on the basis of the car pass system. **Decision:** **It was noted that no amendment is required, as the facility already exists. This will be suitably reflected in the Joint Statement.**
		Amend PIWTT to include Pangoan and Dhubri as new ports of call and station Customs and Immigration officials there. **Decision:** **This was agreed. It was further decided that relevant immigration and customs officials should be stationed at Dhubri.**
	RAILWAYS	
4.	**Launch new Kolkata-Khulna passenger train via Petrapole**	Confirm date for launch of this service by both India and Bangladesh Railways. **Decision:** **It was decided that the trial run would be inaugurated by the two Prime Ministers on 8 April 2017. Relevant immigration and customs officials would be stationed at Petrapole.**
		Construct upgraded railway station at Petrapole to facilitate international passenger movement and station necessary manpower there. **Decision:** **It was decided that the full service would be started by July 2017. Indian Railways will construct the upgraded railway station. However, this will only be a temporary requirement, as ICP Petrapole passenger terminal would cater to rail traffic by mid-2019.**
5.	**Improve functioning of Maitree Express**	Allow end to end immigration/ customs procedures on the fully AC passenger train services between Kolkata and Dhaka and Khulna so as to reduce passenger inconvenience. **Decision:** **It was decided that the fully AC passenger train would be launched on 14 April 2017.**

		Set up International Railway Terminal in Kolkata by making necessary provision in rail budget and stationing necessary manpower there. **Decision:** **It was decided that end-to-end immigration and customs would be facilitated from International Railway Terminal at Chitpur, Kolkata. The terminal would be constructed by Indian Railway by August 2017. Relevant immigration and customs officials would be stationed at Chitpur.**
	VISA ISSUES	
6.	**Port restrictions on visas issued to Bangladeshi nationals**	Remove port restrictions on visas to Bangladeshi nationals by allowing entry and exit from the 23 international airports as well as ICP Haridaspur and ICP Gede. This requires a clarification by MHA to allow our Mission and Posts in Bangladesh to issue such visas and a change of visa stickers by MEA. **Decision:** **Home Secretary informed that necessary clarification would be issued by 31 March 2017. This would be suitably reflected in the Joint Statement.**
7.	**Muktijoddha visas**	Extend 5 year multiple entry visa to Muktijoddha below 65 to cover those Muktijoddhas who were between 13-19 years of age in 1971. This will be mainly of symbolic value and will enhance our goodwill within a community that is extremely well-disposed and which contributes greatly to keeping alive the Liberation War spirit in Bangladesh. This requires an order from MHA to allow issue of such visas based on verification by Mission. **Decision:** **Director, IB requested that the entire Bangladeshi database of Muktijodhas should be shared to ensure that there is no fraud. It was agreed that HCI, Dhaka will scrutinize such applications and ensure that the applicant carried proof of being a Muktijodha, on which basis the visa can be issued. Full details of successful visa applicants will be shared with IB every three months.**

8.	**Simplification of medical visas for Bangladeshi nationals**	Amend the Revised Travel Arrangements to remove the condition of diagnosis and confirmed specialised treatment prior to application for medical visa to allow Bangladeshis wishing to seek medical consultation at Indian hospitals prior to diagnosis. **Decision:** **It was noted that the Bangladeshi request was for enabling Bangladeshi nationals visiting India for diagnosis. It was agreed that this could be facilitated, subject to the applicant having a confirmed appointment in recognized Indian hospital and a referral from Bangladeshi doctors reflecting the ailment. Suitable amendments to visa guidelines will be made. This will be suitably reflected in the Joint Statement.**

*****

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

सं. 2012/CEDO/SD/IRSOD/O(Pt.) New Delhi, Dated 06.04.2017

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

विषय : IRSOD (BG)- 2004 : Minimum horizontal distance from the centre of track to any structure in station yards.

संदर्भ : CMD/RVNL's DO letter no. 2008/RVNL/P/Policy/431/Vol.-1 dt. 20.03.17, addressed to Member Engineering.

RVNL vide letter referred above, has pointed out that *"it is not possible to provide a signal post between tracks even with the minimum horizontal distance from track centre of 2360mm as permitted vide ACS-19 (issued under Board's letter of even no. dated 16.11.2016) as the size of the signal foundation at the formation level is about 900mm. With 5300 mm track centre and 2360mm minimum horizontal distance, the maximum size of signal foundation which can be accommodated between two tracks at the formation level is 580mm (5300-2x2360mm)"*.

The matter was already referred to RDSO earlier.ED(B&S)/RDSO has conveyed that the revised drawing of 550mm is finalised and sent to ED(Signal)/RDSO more than two months ago for their examination.

In view of above, it is requested that the design of signal foundation be modified to restrict the maximum dimension of foundation to 550mm at the formation level and the modified design may be circulated expeditiously under intimation to Board at the earlist.

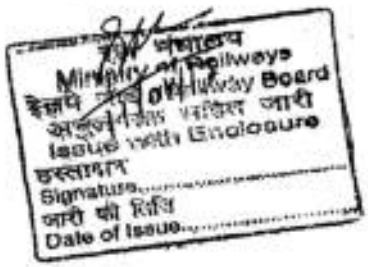
DA: RVNL's DO letter dated 20.03.2017

7/4/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy for information and necessary action to EDs: Track-1, B&S & Signal, RDSO Manak Nagar, Lucknow.

Copy for information to :

1. AM/Works, Railway Board.
2. CMD/RVNL, New Delhi



सतीश अग्निहोत्री
अध्यक्ष एवम् प्रबन्ध निदेशक

Satish Agnihotri
Chairman & Managing Director

रेल विकास निगम लिमिटेड
(भारत सरकार का उपक्रम)
बी–ब्लॉक, प्रथम तल, अगस्त क्रांति भवन,
भीकाजी कामा प्लेस, नई दिल्ली–110 066

Rail Vikas Nigam Limited
(A Government of India Enterprise)
B-Block, Ist Floor, August Kranti Bhawan,
Bhikaji Cama Place, New Delhi-110 066.

D.O. No. 2008/RVL/P/Policy/431/Vol-1 **Dated:** 20th Mar'2017

Resp. Sh. Mittal,

Sub: IRSOD (BG)-2004: minimum horizontal distance from the center of track to any structure in station yards.

Ref: This office letter No. 2008/RVNL/P/Policy/431/Vol-II dated. 15.06.2016.

As explained in the letter under reference, it is not possible to provide a signal post between tracks even with the minimum horizontal distance from track center of 2360mm as permitted vide ~~A&S-19~~ as the size of the signal foundation at the formation level is about 900mm. With 5300mm track center and 2360mm minimum horizontal distance, the maximum size of signal foundation which can be accommodated between two tracks at the formation level is 580mm (5300-2x2360mm) Sketch enclosed).

ED/Infra had discussed the issue with EDCE/G explaining that signal foundation design can be easily modified to restrict the maximum dimension at the formation level to about 550mm (580-30mm margin). It was learnt that the matter had been referred to RDSO by the Railway Board and that the modified design would be circulated shortly. However, till date no such design of signal foundation has been circulated. Hence, wherever the track center is 5300mm and signals are to be provided between the tracks, condonation of Railway Board is to be mandatory obtained, wasting precious time and energy of the field units in preparation of papers and obtaining signatures of a large number of persons. As the pace of doubling works has already increased and is going to further increase considerably, the need for condonation should be avoided.

It is therefore, requested that the design of signal foundation be modified to restrict the maximum dimension to 550mm at the formation level and the modified design be circulated expeditiously.

DA/As above. With Regards.

Yours sincerely,

A.K. Satish
20.03.17
(Satish Agnihotri)

Shri A.K. Mittal,
Member Engineering
Railway Board, New Delhi

दूरभाष/Tel. : +91-11-2618 3874, फैक्स/Fax : +91-11-2619 4073, Email : cmdrvnl@rvnl.org, Web : www.rvnl.org
CIN:U74999DL2003GOI118633

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

सं. 2017/CEDO/SD/12 **New Delhi, Dated 03.04.2017**

The General Manager,
East Coast Railway,
Bhubaneswar

विषय : **Khurda Road Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(ii) of proposed FOB at **Khurda Road** Station of Khurda Road Division of East Coast Railway.

संदर्भ : ECoR's letter no. W3/Br/CRS/FOB/KUR, dated 10.03.2016.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a) (ii) (i.e. clearance of 4876mm instead of 5330 mm; → **infringement of 454mm**) of proposed FOB at **Khurda Road** Station of Khurda Road Division of East Coast Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) The structures of F.O.B. in the infringement zone is to be painted in striper of Red & Yellow with Retro reflective point so that it can alert the alighting passengers.

(ii) The area under infringement should be well illuminated during night time.

(iii) No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted. So that entire available space can be used for passenger movement.

(iv) Permanent restriction: Driver of all the trains passing through the platform with infringement will whistle to warn the passengers on the platform.

(v) Slewing of track at the location towards shall be prohibited.

3/4/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/12 **New Delhi, Dated 03.04.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/03/2016-17-T.W., dated 09.02.2017.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 1485,dated 18.01.2017.

Issue plz
03/04/17

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

3/4/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/10 **New Delhi, Dated 03.04.2017**

The General Manager,
East Coast Railway,
Bhubaneswar

विषय : **Duvvada Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a) (ii) of proposed FOB at Duvvada Railway Station on main line of Waltair Division of East Coast Railway.

संदर्भ : ECoR's letter no. W3/Br/CRS/Cond/FOB/DVD, dated 26.11.2015.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a) (ii) (i.e. clearance of 3475mm instead of 5330 mm; → **infringement of 1855mm**) of proposed FOB at Duvvada Railway Station on main line of Waltair Division of East Coast Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) *The structures of F.O.B. in the infringement zone is to be painted in striper of Red & Yellow with Retro reflective paint so that it can alert the alighting passengers.*

(ii) *The area under infringement should be well illuminated during night time.*

(iii) *No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted. So that entire available space can be used for passenger movement.*

(iv) *Permanent restriction: Driver of all the trains passing through the platform with infringement will whistle to warn the passengers on the platform.*

(v) *Slewing of track at the location towards shall be prohibited.*

(vi) *Considering sever infringements on PF 2 & 3, permanent speed restriction of 15 kmph should be imposed.*

3/4/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/10 **New Delhi, Dated 03.04.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/04/2016-17-T.W., dated 09.02.2017.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 1486,dated 18.01.2017.

Issued
03/04/17

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

3/4/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

S.No-1700

भारत सरकार – रेल मंत्रालय
पेसपथ अभिकल्प निदेशालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ–226011
Fax: 0522-2458663
Tele:0522-2450297/2465767
Rly: 42840/42843

Government of India-Ministry of Railways
Track Design Directorate
Research Designs & Standards Organization
Lucknow-226011
Email:edtrack1rdso@gmail.com
dtd4rdso@gmail.com

दिनांक. 07–04–2015

सीटी / डीजी / एलडब्लू / बाक्स

कार्यकारी निदेशक / सिविल इंजी० (सामान्य),
रेलवे बोर्ड, रेल भवन, नई दिल्ली–110001
Executive Director/CE (G),
Railway Board, Rail Bhawan,
New Delhi-110001

Issued 08/4/15

विषय– Operation of BOXNHL Wagon loaded up to 22.9t axle load on North Central Railway.

संदर्भ– (i) Railway Board's letter no.2009/CEDO/SR/48 dated 02.12.2009
(ii) Railway Board's letter no. 2009/CEDO/SR/48 dated 11.11.2014, 31.07.2014, 15.07.2014 and 01.11.2012

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1. Railway Board through letter under reference (i) above have sanctioned operation of 22.9t axle load BOXNHL Wagon on four routes viz GZB – MGS Section, PWL – Bina section, MKP – NYN section and CNB – BZM – KID – MKP Section of North Central with following stipulations:

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

   (ii) 75kmph 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/TS/8 dated 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.

2. In connection with Railway Board's letters under ref.(ii) above, RDSO vide letter no CT/DG/LW/BOX dated 11/12.06.2013 and 19.06.2014, requested NCR to submit following information/data related to safety for examination and study:

(i) 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.

(ii) To have a comparison with the earlier data, it is 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.

3. After repeated reminders, NCR submitted the data for USFD testing and Rail/weld failure only for GZB – MGS section from year 2008 to 2012 through email. However, data related to weighing of rakes, correction of overloaded rakes and WILD was not provided.

4. The data provided by NCR was analysed to assess the effect of operation of 22.9t BOXNHL wagon on track. The interim report prepared based on analysis of available data is enclosed for information and further consideration of Railway Board.

संलग्नक : उपरोक्त।

21/4/15

(सतीश कुमार पान्डेय)
कार्यकारी निदेशक मानक/रेलपथ–1
कृते महानिदेशक/रेलपथ

Copy to: PCE/NCR/ Allahabad with a copy of above report. It is requested that the complete information as advised shall be arranged, so that further analysis can be done at RDSO.

28/4/15

for official use only



GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

Interim Monitoring Report

On

Operation of 22.9t axle load BOXNHL Wagons on North Central Railway

April, 2015

TRACK DESIGN DIRECTORATE

Research Designs & Standards Organization

Lucknow

Report on analysis of Data for GZB-MGS section of NC Railway in connection with operation of 22.9t axle load BOXNHL Wagon

1. Introduction:

1.1 Operation of 22.9t axle load BOXNHL Wagon was sanctioned on four routes of North Central Railway viz GZB – MGS Section, PWL – Bina section, MKP – NYN section and CNB – BZM – KID – MKP Section of North Central Railway by Railway Board vide letter no.2009/CEDO/SR/48 dated 02.12.2009 with following stipulations:

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

(ii) 75kmph 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/TS/8 dated 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.

1.2 Accordingly, RDSO vide letter no CT/DG/LW/BOX dated 11/12.06.2013, requested NCR to submit following information/data related to safety for examination and study:

(i) 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.

(ii) To have a comparison with the earlier data, it is 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.

1.3 After repeated reminders and follow up, NCR submitted the data of USFD testing and Rail/weld failure only for GZB – MGS section from year 2008 to 2012 through email.

Report on analysis of Data for GZB-MGS section of NC Railway in connection with operation of 22.9t axle load BOXNHL Wagon

1. Introduction:

1.1 Operation of 22.9t axle load BOXNHL Wagon was sanctioned on four routes of North Central Railway viz GZB – MGS Section, PWL – Bina section, MKP – NYN section and CNB – BZM – KJD – MKP Section of North Central Railway by Railway Board vide letter no.2009/CEDO/SR/48 dated 02.12.2009 with following stipulations:

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

(ii) 75kmph 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/TS/8 dated 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.

1.2 Accordingly, RDSO vide letter no CT/DG/LW/BOX dated 11/12.06.2013, requested NCR to submit following information/data related to safety for examination and study:

(i) 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.

(ii) To have a comparison with the earlier data, it is 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.

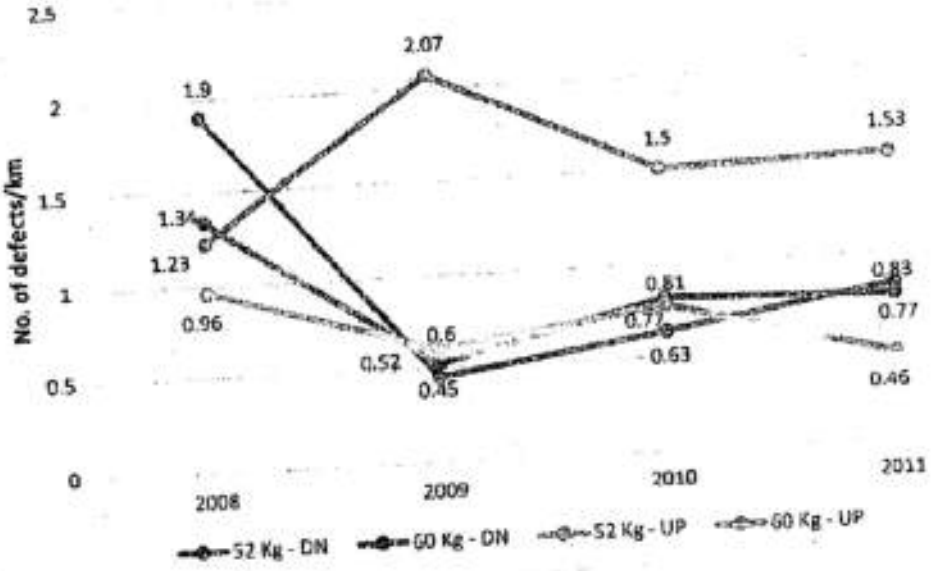
1.3 After repeated reminders and follow up, NCR submitted the data of USFD testing and Rail/weld failure only for GZB – MGS section from year 2008 to 2012 through email.

3.3 Annual Defect Generation Rate (DGR) in Rails :

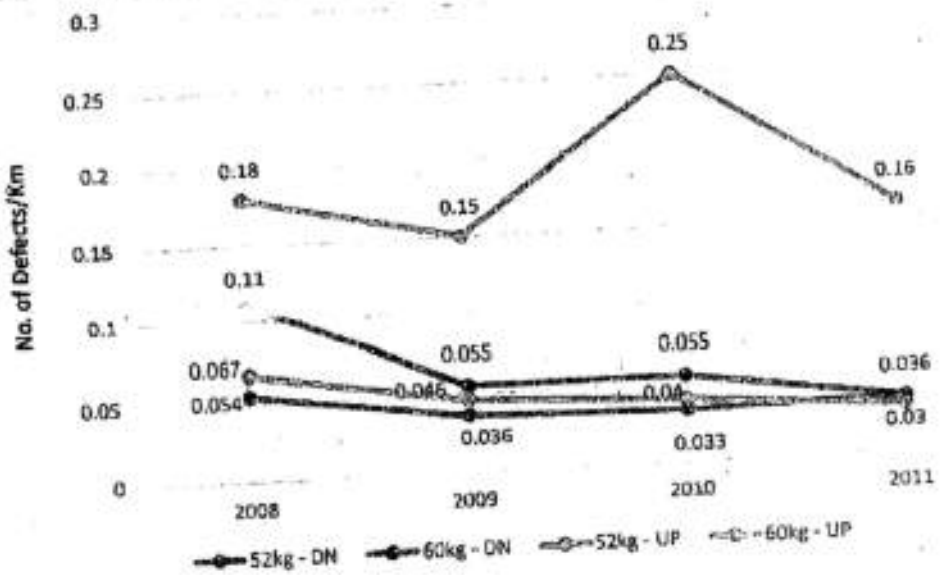
3.3.1 The defects detected in normal USFD testing and defects detected during Gauge Face Corner USFD testing of rails have been considered for working out Defect Generation rates. The figure of defects includes all new IMR and OBS defects detected during USFD testing. The Annual Defect Generation Rate (DGR) has been worked out based on the number of new defects detected per km length of track tested during normal USFD testing and Gauge face corner testing separately.

3.3.2 Graphs have been plotted indicating figures of DGR for normal USFD testing of rails, GFC testing and lastly for combined figures of normal and GFC testing. These graphs have been given below:

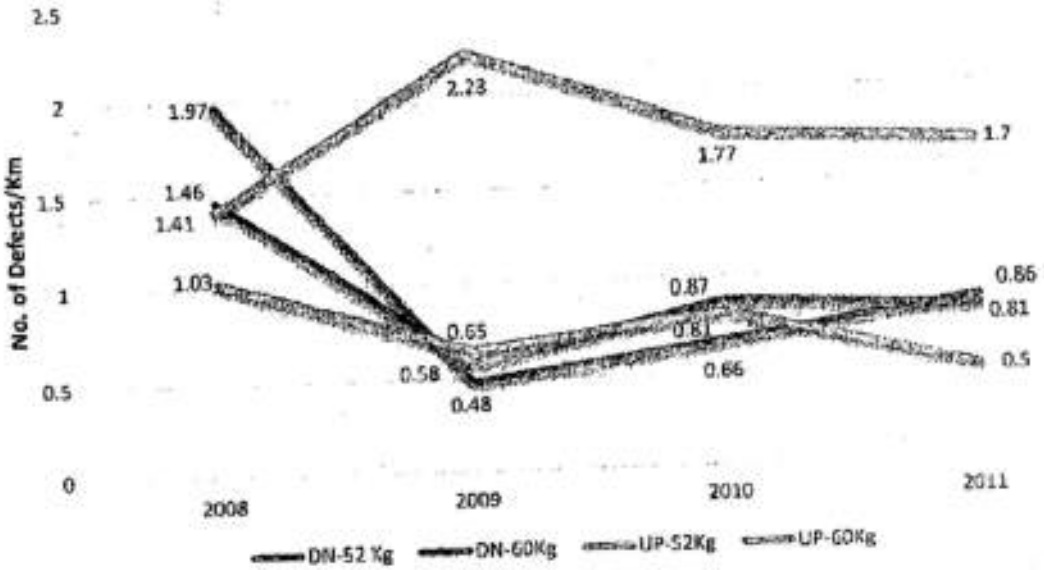
(A) Annual Defect Generation Rate for Normal Testing



(B) Annual Defect Generation rate (No./km) for GFC testing



(C) Annual Total Defect Generation rate (No. /km) for (Normal + GFC) testing



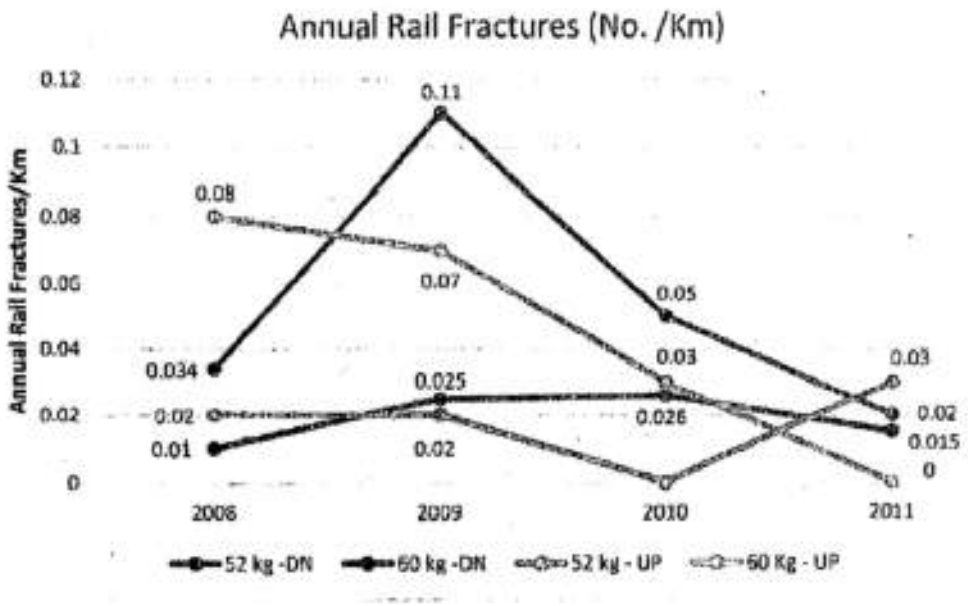
3.3.3 Above figures indicate that:

1. For 52 kg rails, Annual DGR increased in 2011 for both UP & DN lines
2. For 60 kg rails Annual DGR increased in 2010 but decreased in 2011for both lines. This may be due to the reason that 121 km of new 60 kg track was added in 2010 and 2011 thus effecting the defect generation rate.

3.4 Annual Rail Fracture (No. /Km)

3.4.1 The yearwise data of Rail fractures of section are as under:

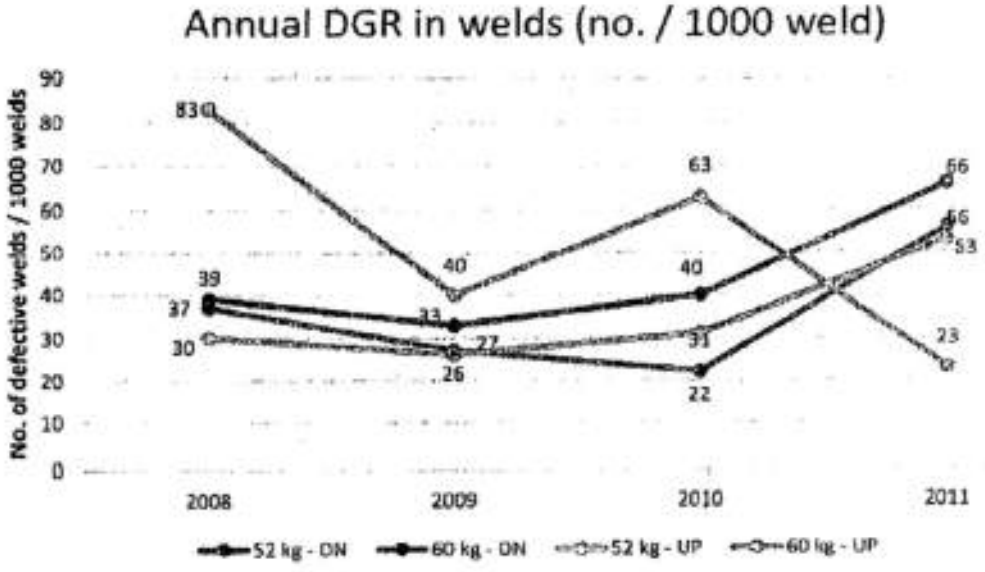
Year	Rail Fractures			
	UP		DN	
	52kg	60kg	52kg	60kg
2008	35	52	16	10
2009	27	63	40	29
2010	9	31	17	31
2011	0	39	7	18



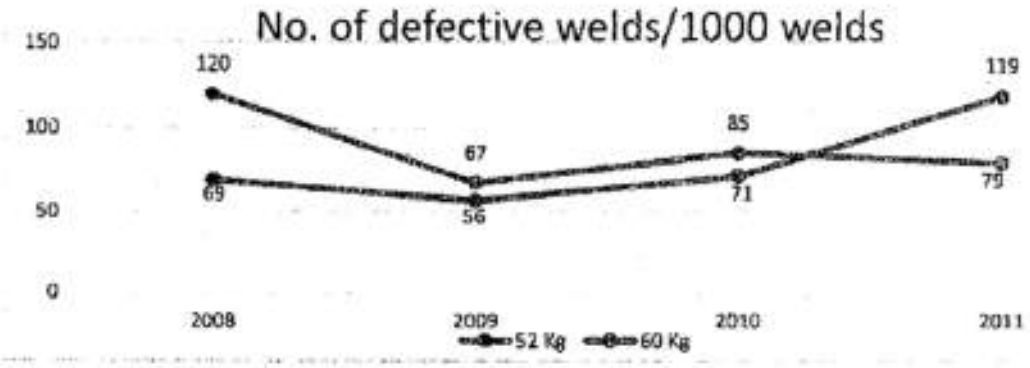
3.4.2 Actual rail fractures are showing a downward trend for 52 Kg track, possibly due to replacement of old 52 kg rails. For 60 Kg track, actual fractures have increased on UP line while decreased on DN line. The vintage of Rails in Up and DN Lines shall be checked and confirmed by NCR to assess the reason for this trend.

3.5 Annual Defect Generation Rate in Welds :

3.5.1 All new defective welds detected during weld testing have been taken for working out DGR in welds. Annual DGR in welds is calculated by working out total no. of new defective welds detected in a year per 1000 no. of welds tested.



Annual defect generation rate in welds (Rail section wise)

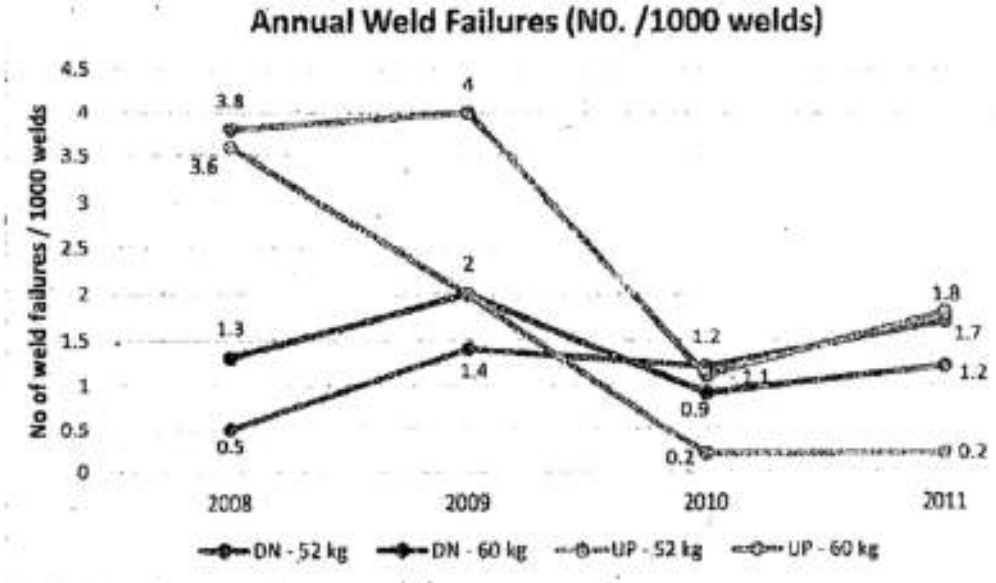


3.5.2 Annual defect generation rate in welds is showing an increasing trend in 60 kg rails after introduction of BOXNHL wagon in 2010. The increase is very sharp. For 52 kg rails, the DGR increased in 2010 but remained almost same in 2011. This may be due to the fact that 91 km of 52 kg track was replaced by 60 kg in 2010 and 2011 and in the process large no of old welds were replaced by new welds.

3.6 Annual Weld Failures

3.6.1 The year wise position of weld fractures in section is as under:

Year	Weld Failures			
	UP		DN	
	52kg	60kg	52kg	60kg
2008	22	81	5	23
2009	12	91	13	34
2010	1	27	11	15
2011	1	43	17	20



3.6.2 Annual Weld Failure in 2011are showing an increasing trend both for UP & DN lines and for 60 kg as well as 52 kg rails

4. Observations and Conclusion:

4.1 Operation of 22.9t axle load BOXNHL Wagon was sanctioned on four routes of North Central Railway by Railway Board on 02.12.2009. Complete data as requested vide this office letter no CT/DG/LW/BOX dated 11/12.06.2013 was not furnished to RDSO for all the section therefore comprehensive analysis has not been possible.

4.2 From available data, following observations may be drawn :

4.2.1 Actual weld failures have increased in both 60 Kg and 52 Kg rails in 2011 as compared to 2010.

4.2.2 Defect generation Rate in Welds (No. of Defective welds / 1000 welds) also increased for 60 Kg rails in 2011 as compared to 2010. Though, the figures for 52 Kg rails show slight decrease but that may be due to the reason that 91 Km of old 52 Kg track was replaced by 60 Kg track during 2010 and 2011.

4.2.3 Defect Generation Rate in rails has increased in 52 Kg rails in 2011 as compared to 2010.

4.2.4 For 60 kg rails, Defect Generation Rate in rails increased in 2010 as compared to 2009, but decreased in 2011for both the lines. One possible reason may be that 121 km of new 60 kg track was laid in 2010 and 2011. Other reasons may be rail renewals, deep screening, large scale distressing or other special maintenance measures taken up in the period.

4.2.5 Actual rail fractures were reduced for both UP & DN 52 Kg track and for DN 60 Kg track in 2011 as compared to 2010, however, same were increased for UP 60 Kg track. The reason for reduction in 52 Kg track may be due to replacement of 91 Km of 52 kg track by 60 Kg track in 2010 and 2011. It is understood that renewal of fracture prone stretches would have been carried out which resulted in the reduction in rail fractures.

4.2.6 In order to assess the reason for different trends in UP & DN lines on 60 Kg track, the vintage of 60 Kg rails in service shall be checked by NCR. Other relevant factors viz. rail renewals, deep screening, large scale distressing and TFR etc. need to be checked.

4.3 From above analysis, it may be concluded that:

4.3.1 Incidences of weld failures and Defect Generation Rate (DGR) in welds as well as in rails are showing an increasing trend for 52 Kg (90 UTS) track in year 2011 (period after introduction of 22.9t BOXNHL operation).

4.3.2 Even for 60 Kg track, actual weld fractures and DGR in welds have increased substantially in 2011 in comparison to 2010, which indicate the increased fatigue of old AT welds on routes.

4.3.3 Though data available is only for 2 years and analysis could have been more accurate if the data for 2012, 2013 and 2014 was also provided. But It can be reasonably concluded that 52 Kg (90 UTS) track is more failure prone and there is adverse effect on life of AT Welds for increased axle load (22.9t) operation.

4.3.4 The effect of overloading, running of wheel flats/ deformed wheels etc could not be assessed on the rail/weld failures and DGR in absence of any data regarding overloading and that from WILD.

4.4 The information about weighment of rakes, overloading has not been provided. It is considered that either weighment was not done or no monitoring was done.

4.5 Similar is the case with WILD information. The monitoring of WILD alarms and follow up action has not been reported. This indicates that no action was taken by Railway on this front. This situation is not conducive for operation of increased axle load wagons.

4.6 In order to assess the effect of operation of 22.9t wagon in more objective manner and for reviewing the observations and conclusions drawn based on the limited data furnished by NCR, complete data as asked vide RDSO letter no. CT/DG/LW/BOX dated 11/12.06.2013 for subsequent years i.e. 2012, 2013 and 2014 shall be required for is section and compete data for other sections.

5. Recommendations

5.1 The detailed analysis has not been possible due to inadequate data and not monitoring of critical information such as WILD information, Rake weighment details, overloading etc. From above analysis, it is considered that increased axle load wagons have adverse effect on 52 Kg rails and old AT welds. Thus, considering the general clearance for such wagons will not be prudent without further analysis. To enable Railways to collect and analyse the requisite data, operation of BOXNHL 22.9t axle load wagons may be considered to be permitted provisionally for 2 more years on 60 Kg PSC sleeper track with stipulated speed and with restricted speed on 52 Kg PSC sleeper track based on the condition of track and its maintainability, Defect Generation Rate, actual failures and other relevant factors.

5.2 The following stipulations of Railway Board shall be strictly adhered to:

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

(ii) 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.

(iii) 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/TS/8 dated 02.04.09.

5.3 It is observed that NCR has not taken effective steps to comply with the instructions given by Railway Board while sanctioning the operation of 22.9t BOXNHL wagons on certain routes of NCR. As such, effective steps shall be taken to enforce the compliance of the following stipulations:

(i) Effective control on overloading and enforcement of penal provisions for default. Weighing of each rake and movement of overloaded rakes only after requisite action stipulated by Railway Board is considered necessary.

(ii) Installation of WILD at suitable locations (at least at beginning of section) for monitoring of wagon defects and taking corrective action accordingly before movement of rake so as to protect rail and welds from high impact load thus reducing the risk of fractures.

Further, NCR may be directed for compilation and submission of requisite data to RDSO on quarterly basis.

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

सं. 2017/CEDO/SD/18 **New Delhi, Dated 21.03.2017**

The General Manager,
East Coast Railway,
Bhubaneswar

विषय : Condonation for infringing gradient of 1 in 150 (steeper than 1 in 260) at the proposed CONCOR siding cabin in between Simhachalam North (SCMN) – Jaggayyapalem (JGPM) section (Ch:3153.861m F/SCMN/ SRJ Ch: 1274.488m to Ch: 3368.11m F/SCMN SRJ Ch : 1060.239m) of Waltair Division of East Coast Railway.

संदर्भ : ECoR's letter no. W3/Br/CRS/Cond/JGPM-SCMN/5792, dated 22.07.2016.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation of infringing gradient of 1 in 150 (steeper than 1 in 260) at the proposed CONCOR siding cabin in between Simhachalam North (SCMN) – Jaggayyapalem (JGPM) section (Ch:3153.861m F/SCMN/ SRJ Ch: 1274.488m to Ch: 3368.11m F/SCMN SRJ Ch : 1060.239m) of Waltair Division of East Coast Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

i. *If shunting is performed, a live engine should always be attached at the falling gradient side of the train.*
ii. *Shunting locking supervised be person as specified in Para 5.13 and 5.14 of G & SR.*
iii. *Hand and loose shunting is strictly prohibited.*
iv. *Stabled vehicles being properly secured.*
v. *Shunting shall be performed when visibility is clear and weather is fair.*
vi. *After complete arrival of an UP train into CONCOR siding, line clear for next train shall not be granted till all points are normalised.*

21/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/18 **New Delhi, Dated 21.03.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/05/2016-17-T.W., dated 09.03.2017.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. nil,dated nil.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक/Enclosure
Signature
Date of Issue

21/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/20 New Delhi, Dated 20.03.2017

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

विषय : **Temporary Condonation** (up to 31.03.2018) for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing **Foot Over Bridge** at Katihar yard in connection with Railway Electrification of Katihar – Mukuria – New Jalpaiguri – Raninagar Jalpaiguri section of Katihar Division of N.F.Railway.

संदर्भ : NFR's letter no. 178/W/DRG/BR/Condonation, dated 01.12.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 31.03.2018) of vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Foot Over Bridge at Katihar yard in connection with Railway Electrification of Katihar – Mukuria – New Jalpaiguri – Raninagar Jalpaiguri section of Katihar Division of **N.F.Railway**, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Conditions mentioned at Para 6.0 of Chief Bridge Engineer's letter dated 01.12.2016 shall be applicable.

(ii) Rail level shall be prominently marked on FOB legs and shall be checked every 3 months with traceability of records.

(iii) A board showing restriction and specifying "Locomotives or stock not permitted to ply in this section" shall be exhibited as per note (b) of Para 2 of Chapter V-A: Electric Traction (ACS-10)

(iv) Long term and short term electrical clearances shall be maintained as per IRSOD.

(v) Infringement shall be recorded in SOD infringement register.

(vi) Infringement shall be removed by March- 2018.

20/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.), 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/20 New Delhi, Dated 20.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11012/02/NFC/2016-17-T.W., dated 16.03.2017.
2. The Commissioner of Railway Safety, N.F. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 304/2/2016-17/NFC,dated 09.03.2017

रेल मंत्रालय Ministry of Railways Railway Board 21/03/17

20/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/21

New Delhi, Dated 20.03.2017

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

विषय : **Temporary Condonation** (up to 31.03.2018) for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing **Road Over Bridge** at Katihar yard in connection with Railway Electrification of Katihar – Mukuria – New Jalpaiguri – Raninagar Jalpaiguri section of Katihar Division of N.F.Railway.

संदर्भ : NFR's letter no. 178/W/DRG/BR/Condonation, dated 25.10.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 31.03.2018) of vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Road Over Bridge at Katihar yard in connection with Railway Electrification of Katihar – Mukuria – New Jalpaiguri – Raninagar Jalpaiguri section of Katihar Division of N.F.Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Conditions mentioned at Para 6.0 of Chief Bridge Engineer's letter dated 25.10.2016 shall be applicable.

(ii) Rail level shall be prominently marked on ROB pillars or on suitable board and shall be checked every 3 months with traceability of records.

(iii) Long term and short term electrical clearances shall be maintained as per IRSOD.

(iv) Infringement shall be recorded in SOD infringement register.

(v) Infringement shall be removed by March- 2018.

20/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/21

New Delhi, Dated 20.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11012/01/NFC/2016-17-T.W., dated 16.03.2017.
2. The Commissioner of Railway Safety, N.F. Circle, 14, Strand Road, (12th Floor), Kolkata- 700001, w.r.t. letter no. 304/1/2016-17/NFC,dated 09.03.2017

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

20/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/14 New Delhi, Dated 16.03.2017

The General Manager,
South Central Railway,
Secunderabad.

विषय : Corrigendum to Railway Board's letter dated 15.03.2017 regarding Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv) (ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway.

संदर्भ : Railway Board's letter of even number of dated 15.03.2017.

CORRIGENDUM

Please refer to Board's letter of even number of dated 15.03.2017 wherein the sanction of Ministry of Railways, Railway Board was communicated for Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv) (ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway.

The संदर्भ : NWR's letter no. EL/591/2, dated 05.12.2016 mentioned in above Board's sanction may be read as संदर्भ : S.C. Rly's letter no. 469/Infringements, dated 02.02.17, 22.02.17 & 02.03.2017.

16/3/17

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

सं. 2017/CEDO/SD/14 New Delhi, Dated 16.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11018/01/2016-17-T.W., dated 16.02.2017.
2. The Commissioner of Railway Safety, S. C. Circle, Sarojini Devi Road, Secunderabad- 500071, w.r.t. letter no. Q.11018/1/16-SCC,dated 02.02.2017.

16/3/17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

Railways
Board
Signature
जारी की तिथि
Date of Issue

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

सं. 2017/CEDO/SD/14

New Delhi, Dated 15.03.2017

The General Manager,
South Central Railway,
Secunderabad.

विषय : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv) (ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 05.12.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of horizontal infringement to IRSOD-Schedule-I, Chapter - I, Item 11(iv)(ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Periodical maintenance of the power line crossings shall be carried out to ensure that the power line crossing continue to meet with the safety standards as specified in Rule 76 of Indian Electricity Rules. To ensure this, regular joint check, at least twice a year, shall be conducted by the representatives of the Railways and TRANSCO at appropriate levels and required action, if any shall be taken promptly.

(ii) There shall be no joint or splice in the span crossing over railway tracks, in the conductors of power line crossing.

(iii) Protective devices as laid down in Indian Electricity Rules shall be provided on the power line crossing and their proper functioning shall be ensured.

(iv) It shall be ensured that the foundation is designed with highest soil classification with minimum factor of safety as 2.0.

(v) Special colour paint shall be provided on the structure to indicate infringement.

(vi) Rail traffic shall be suspended when wind speed in more than designed wind speed for the tower.

15/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
(Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile))
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/14

New Delhi, Dated 15.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11018/01/2016-17-T.W., dated 16.02.2017.
2. The Commissioner of Railway Safety, S. C. Circle, Sarojini Devi Road, Secunderabad- 500071, w.r.t. letter no. Q.11018/1/16-SCC,dated 02.02.2017.

15/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

V.K.GUPTA

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.2013/Infra/12/43

Dated : 17.10.2014.

My dear Kardam,

Sub : Minimum Safety Requirements for trains to run at high speed

Ref : Your letter NoS.18011/01/2009-TW dated : 16.09.2014.

Kindly refer to your aforesaid letter wherein your have expressed certain concerns and sought information regarding adherence to prescribed conditions for maintenance and operations of trains at higher speeds, reliability of LHB rolling stock, maintenance of LWR/rail breakages taking place and different safety requirements/maintenance guidelines for different bands of speeds of passenger trains. The points raised by you have been examined in detail by RDSO and in the Board and the detailed position is as under:

1. **Maintenance attention to trains running at 130 kmph & above:**

The issue of maintenance attention required for coaches/trains has to be seen in the light of the technology involved and capability of particular technology. As regards ICF technology, the speed potential of ICF coaches was increased to 130 kmph from 96 kmph by improving bogie design. Hence a higher maintenance regime having tighter tolerances and higher maintenance standards was prescribed. However LHB technology which was imported had a speed potential of 160 kmph and above and RDSO had conducted oscillation trials up to test speeds of 180 kmph and EBD trials at 160 kmph and issued speed certificates for regular operations at 160 kmph. The LHB trains have been generally running at 130 kmph except on NDLS-AGC section where Bhopal Shatabdi Express runs at a maximum speed of 150 kmph. Maintenance instructions given in the LHB maintenance manual and applicable for 160 kmph speeds are being followed and as such new or special maintenance instructions for operation of LHB coach train is not considered necessary.

The Zonal railways have confirmed that the condition laid down by RDSO for maintenance and operation of LHB trains are being followed. In fact RDSO also carries out audits of workshops and coaching depots to sensitize and guide the field officials for safe maintenance practices. Instructions for strict compliance of the RDSO conditions have also been issued.

2. Reliability of LHB coaches being inferior compared to ICF coaches :

The issue of reliability of LHB Rolling stock deployed in Shatabdi/Rajdhani trains vis-à-vis ICF rolling stock has to be seen in the context of the overall reliability of the two types of coaches and the sample size for comparison would also be relevant. LHB coaches are based on the state-of-the-art technology having superior safety and riding features, better corrosion resistance and improved passenger comfort.

The assimilation of any new technology and creation of matching maintenance infrastructure is done over a period of time and this has been so for LHB technology as well. The figures given of enroute coach detachment per 100 coach holding as given at Annexure-I shows a declining trend for LHB coaches. Similarly the enroute detachments on account of roller bearing failure (Annexure-II) also show improvement. Railways have been making continuous effort for avoiding not only rolling bearing failures but also improving bogie maintenance to reduce enroute coach detachments. Further the safety performance of LHB coaches so far has been superior to that of ICF coaches. The technical details on safety and reliability features of LHB coaches as compared to ICF coaches are given by RDSO in Annexure-III. It has also been experienced that in case of LHB coaches, casualties/injuries is less compared to that on ICF coaches in the event of accidents.

Continuous efforts are on for further improvement of the reliability of LHB stock by constant monitoring, improvement in maintenance practices and design & technological improvements. The strict observance of Maintenance Manual given by LHB/ALSTOM and also special instructions of RDSO are being enforced

3. Adherence to provision of the manual for maintenance of long welded rails:

Provisions of the manual for maintenance of long welded rails are being adhered to on both the Zonal Railways i.e. NR & NCR in whose jurisdiction, high speed train at 160 kmph is proposed to be introduced. They have given confirmation in this regard.

The analysis of rail/weld failures shows a reduction of 37% on Northern Railway when compared to the previous year. Similarly there is a declining trend of rail/weld failures over the last three years in NCR also which is of the order of about 35%. On the IR as a whole, there is reduction of 12.33% in the rail/weld

fractures in the year 2013-14 when compared to the previous year. All possible efforts are being made to further reduce rail and weld fractures.

4. Minimum Safety Requirements formulated for trains at 160 kmph or above and for different speed bands.

The minimum safety requirements for trains upto 160 kmph - covering aspects related to track, rolling stock, electric traction installation (OHE) signalling and inter-locking etc. have been listed in RDSO Report No. CT-20, Revision-2 of November 2009 and this will be adhered to. It is proposed to start 160 kmph running on NDLS-Agra section in the very near future.

With best wishes.

Yours Sincerely,

(V.K.GUPTA)

Shri R.K. Kaidan
Chief Commissioner of Railway Safety.
N.E. Railway, DRM Office Campus,
16, Ashok Marg,
Lucknow-226001.

ANNEXURE-I

YEAR-WISE ENROUTE COACH DETACHMENTS

YEAR	LHB			ICF			TOTAL
	Holding	Failure cases	%age	Holding	Failure cases	%age	
2006-07	326	3	0.92	38872	75	0.19	78
2007-08	421	3	0.71	39891	60	0.15	63
2008-09	536	6	1.12	41952	77	0.18	83
2009-10	698	6	0.86	43241	88	0.20	94
2010-11	817	6	0.73	45183	64	0.14	70
2011-12	1166	14	1120	46676	74	0.16	88
2012-13	1560	8	0.51	48354	54	0.11	62
2013-14	1843	7	0.38	49605	64	0.13	71

ANNEXURE-II

ENROUTE COACH DETACHMENTS OF LHB COACHES ON R.B.FAILURE ACCOUNT

YEAR	LHB			ICF			TOTAL
	Holding	Failure cases	%age	Holding	Failure cases	%age	
2006-07	326	2	0.61	38872	32	0.08	34
2007-08	421	3	0.71	39891	37	0.09	40
2008-09	536	4	0.75	41952	49	0.12	53
2009-10	698	3	0.43	43241	44	0.10	47
2010-11	817	5	0.61	45183	34	0.07	39
2011-12	1166	8	0.69	46676	44	0.09	52
2012-13	1560	5	0.32	48354	26	0.05	30
2013-14	1843	4	0.21	49605	29	0.06	33

Lucknow
Government Ministry of Railways of India -
Research Design & Standards Organisation
Lucknow - 226 011

AN ISO 9001
CERTIFIED
ORGANISATION

No. MC/LHB/Coach

Date: 24.02.2014

Chief Rolling Stock Engineer
North Central Railway
Allahabad (UP)

Sub: Reliability details of LHB versus ICF stock.

Ref: CRS NE Circle letter no. 3499/LHB/RAJDHANI/Pt. I/ NCR/853 dated 19.11.2013 sent by CRSE NCR dated 27.11.2013 through Email.

Vide letter referred above, CRS/NE Circle wanted technical details on safety and reliability of LHB coaches over ICF coaches. In this connection, it is stated that LHB coaches are more reliable in all respect as detailed below:

S. No.	Description	ICF Coaches	LHB Coaches
1	Speed potential	Speed of ICF AC EOG coach is limited to 130 kmph on track maintained to C&M-I Vol.-I.	Speed of LHB AC EOG coach is limited to 160 kmph on track maintained to C&M-I Vol.-I.
2	Corrosion & Maintenance	Heavy corrosion takes place which reduces the life of coach. Due to heavy corrosion, heavy maintenance is required.	Low corrosion takes place due to extensive usage of stainless steel and better design and manufacturing techniqu.
3	Life	Due to heavy corrosion, life is less in comparison of LHB coaches	Due to low corrosion, life is more in comparison of ICF coaches.
4	Riding comfort	Poor riding comfort comparison of LHB coaches	Better riding comfort comparison of ICF coaches
5	Wearing of part under gear	More quantity of under gear parts wear.	Less quantity of under gear parts wear.
6	Weight of coaches	Heavy weight coaches. Tare to pay load ratio is not better.	Light weight coaches. Tare to pay load ratio is better.
7	Finishing	There is visible screw inside the passenger compartment.	There is no visible screw inside the passenger compartment. LHB coaches are aesthetically superior interiors with FRP panels for side wall and roof. They can be removed easily for maintenance, resist

8	Higher carrying capacity	Length of coach is less than LHB coach, hence carrying capacity is less in comparison of LHB Coach	wider berths & wash room). These coaches are about 2 meters longer than ICF coaches. With this extra length two additional rows of chairs in chair cars or one additional bay in sleeper coaches can be accommodated. Overall, Carrying capacity in other LHB variant coaches also more then ICF coaches.
9	Body-Bogie connection & wheel connection	Body-Bogie connection & wheel connection is not so much good in comparison of LHB Coach	Better Body-Bogie connection & better wheel connection through control in LHB coaches.
10	CBC	Currently some ICF coaches are fitted with Screw Coupling.	LHB coaches are fitted with CBC and have anti-climbing features.
11	Side Buffer	ICF coached have side buffers.	Safety against interlocking.
12	ACP	ACP is governed by wire.	ACP is not governed from wire but each pull point has features of brake pipe pressure release directly in LHB coaches.
13	Brake Accelerator	Not smooth braking.	LHB coaches have uniform and fast braking.
14	WSP	WSP is not provided in ICF coaches.	WSP save coaches against slippage & get optimum rail wheel adhesion.

However, there are two quality issues connected to LHB coaches these are:

(i) Wheel shelling.
(ii) Longitudinal jerks arising through CBC.

Carriage Directorate has studied these issue in detail and has taken many steps as a result both the problems have been reduced considerably and further efforts are in hand to uproot these issues.

24-02-14

(Indrajit Singh)
Executive Director (Standard)/Carriage
For Director General Carriage

COPY TO : EDME/COACHING/ RAILWAY BOARD, NEW DELHI-1100xx

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

सं. 2017/CEDO/SD/09

New Delhi, Dated 15.03.2017

The General Manager,
North Western Railway,
Jaipur.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii), Section -I of 220 kv Overhead Power Line Crossing at Km 136/6-7 between Satrod – Hisar stations in Rewari – Hisar section n of Bikaner Division of North Western Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 05.12.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of horizontal infringement to IRSOD-Schedule-I, Chapter - I, Item 11(iv)(ii), Section - I of 220 kv Overhead Power Line Crossing at Km 136/6-7 between Satrod – Hisar stations in Rewari – Hisar section in Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) It must be ensured that track is not further slewed towards tower having infringement.

(ii) Quarterly inspection of tower must be done jointly by Railway and owner of the Tower.

(iii) Proposed bracing and anchoring of tower, as proposed by RVNL, shall be provided (Item (vi) of justification).

(iv) Train operation must be suspended when wind speed in more than designed wind speed for the tower.

15/3/17

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

सं. 2017/CEDO/SD/09

New Delhi, Dated 15.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/04/2016-17-T.W., dated 02.02.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. 221/1091,dated 13.12.2016.

15/3/17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड



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

सं. 2017/CEDO/SD/14 New Delhi, Dated 15.03.2017

The General Manager,
South Central Railway,
Secunderabad.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv) (ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway.

संदर्भ : NWR's letter no. EL/591/2, dated 05.12.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Condonation** of horizontal infringement to IRSOD-Schedule-I, Chapter - I, Item 11(iv)(ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) *Periodical maintenance of the power line crossings shall be carried out to ensure that the power line crossing continue to meet with the safety standards as specified in Rule 76 of Indian Electricity Rules. To ensure this, regular joint check, at least twice a year, shall be conducted by the representatives of the Railways and TRANSCO at appropriate levels and required action, if any shall be taken promptly.*

(ii) *There shall be no joint or splice in the span crossing over railway tracks, in the conductors of power line crossing.*

(iii) *Protective devices as laid down in Indian Electricity Rules shall be provided on the power line crossing and their proper functioning shall be ensured.*

(iv) *It shall be ensured that the foundation is designed with highest soil classification with minimum factor of safety as 2.0.*

(v) *Special colour paint shall be provided on the structure to indicate infringement.*

(vi) *Rail traffic shall be suspended when wind speed in more than designed wind speed for the tower.*

15/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/14 New Delhi, Dated 15.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11018/01/2016-17-T.W., dated 16.02.2017.
2. The Commissioner of Railway Safety, S. C. Circle, Sarojini Devi Road, Secunderabad- 500071, w.r.t. letter no. Q.11018/1/16-SCC,dated 02.02.2017.

15/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड



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

सं. 2017/CEDO/SD/16 **New Delhi, Dated 14.03.2017**

The General Manager,
Eastern Railway,
Kolkata.

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC–9/15-17; in connection with the proposed double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway.

संदर्भ : Eastern Railway's letter no. W(3)591/3(L), dated 22.02.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 31.12.2017) of horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC–9/15-17; in connection with the proposed double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.

(ii) Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower.

(iii) Slewing of track towards infringing tower is not permitted.

(iv) Special Engineering Board is provided to indicate infringement at the location.

(v) SOD infringement details shall be maintained in infringement register.

(vi) Infringement shall be removed by December-2017.

14/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/16 **New Delhi, Dated 14.03.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11012/02/2016-17-T.W., dated 06.03.2017.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata-700001, w.r.t. letter no. 1/9/VIII/Infringement/17/893/H,dated 03.03.2017

o/c

15/3/17

14/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/17 New Delhi, Dated 14.03.2017

The General Manager,
Eastern Railway,
Kolkata.

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally – Dankuni section (both are electrified) in Howrah Division of Eastern Railway.

संदर्भ : Eastern Railway's letter no. W(3)591/3(L), dated 22.02.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 31.12.2017) of horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally–Dankuni section (both are electrified) in Howrah Division of Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.

(ii) Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower.

(iii) Slewing of track towards infringing tower is not permitted.

(iv) Special Engineering Board is provided to indicate infringement at the location.

(v) SOD infringement details shall be maintained in infringement register.

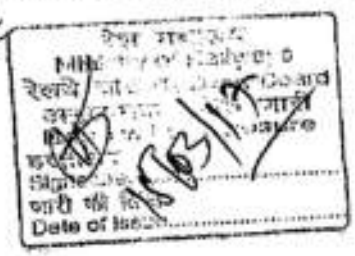
(vi) Infringement shall be removed by December-2017.

14/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/17 New Delhi, Dated 14.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11012/03/2016-17-T.W., dated 06.03.2017.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata-700001, w.r.t. letter no. 1/9/VIII/Infringement/17/894/H,dated 03.03.2017



14/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/19 **New Delhi, Dated 10.03.2017**

The General Manager,
South Central Railway,
Secunderabad.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (SC) Overhead Power Line Crossing between Pasalapudi – Putlacheruvu Railway stations at Km. 57/1-2; in connection with the proposed Doubling with Electrification works in Gudivada – Bhimvaram section on Vijayawada Division of South Central Railway.

संदर्भ : S. C. Railway's letter no. 469/Infringements, dated 06.02.2017.

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

In view of above; Railway is requested to send feedback/clarifications to the above observations clearly indicating the designed wind speed of the tower, so that the same can be processed further.

10/3/17

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

Copy forwarded for information & necessary action to :

1. PCE, South Central Railway , Secunderabad.
2. ED/Works & ED/RE, Railway Board.

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

O/C

भारत सरकार
नागर विमानन मंत्रालय
फोन/Ph.: 0522-2233087, 2233108 (P&
N.E.Rly. 31-140, N.Rly. 23-29
फैक्स/Fax-0522-2233095, 223308

FTS-32085/16 -2-

(2017/CEDO/SD/16) S.N. 1 & 4 Receipt

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC–9/15-17; in connection with the proposed of double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway.

1. The PUC (SN-1/2) on above subject is received from Eastern Railway, Kolkata, seeking **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC–9/15-17; in connection with the proposed of double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway, as per FORM-XVII (SN-1/3) details in drawings (SN-1/4) and justification (SN-1/8).

   (Ref : IRSOD item Schedule-I; Minimum Horizontal Distance of Structures, Para 11(iv)(ii), Chapter-I (SN-3); (i.e. available clearances of 24640mm instead of 38835 mm → **infringement of 14195mm**; details as per Form XVII , SN-1/3))

2. The application has been duly forwarded by CCRS/LKO and CRS/ Eastern Circle with the following condition :
   (i) Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.
   (ii) Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower.
   (iii) Slewing of track towards infringing tower is not permitted.
   (iv) Special Engineering Board is provided to indicate infringement at the location.
   (v) SOD infringement details shall be maintained in infringement register.
   (vi) Infringement shall be removed by Dec-17.
3. Now, vide letter dated 07.03.2017 (SN-4), Railway has submitted clarifications/ documents w.r.t. CCRS's letter dated 06.03.2017 (SN-1).
4. In view of above, the case is put up for Board's Temporary Condonation (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC–9/15-17; in connection with the proposed of double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway, with the conditions mentioned in Para 2 above.

V.K.Garg 8/3/17
Hd.D'man/CEDO

ADE/Civil- NIP The design wind Speed of tower is 50 m/sec. Amit Om 8/3/17

- Dir/CE/G
- EDCE(G) 8/3/17
- ED/RE 8/3/17
- Adv./Safety
- AM/CE
- Member Traction
- Member Rolling Stock
- Member Traffic
- Member Engineering

FTS- 320817 -2-

(J17/CEDO/SD/17) S.N. 1 & 4 Receipt

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally – Dankuni section (both are electrified) in Howrah Division of Eastern Railway.

1. The PUC (SN-1/2) on above subject is received from Eastern Railway, Kolkata, seeking **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally – Dankuni section (both are electrified) in Howrah Division of Eastern Railway, as per FORM-XVII (SN-1/3) details in drawings (SN-1/4) and justification (SN-1/8).
   (Ref : IRSOD Item Schedule-I; Minimum Horizontal Distance of Structures, Para 11(iv)(ii), Chapter-I (SN-3); (i.e. available clearances of 19700mm instead of 45135 mm → **infringement of 24435mm**; details as per Form XVII , SN-1/3))
2. The application has been duly forwarded by CCRS/LKO and CRS/ Eastern Circle with the following condition :
   (i) Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.
   (ii) Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower.
   (iii) Slewing of track towards infringing tower is not permitted.
   (iv) Special Engineering Board is provided to indicate infringement at the location.
   (v) SOD infringement details shall be maintained in infringement register.
   (vi) Infringement shall be removed by Dec-17.
3. Now, vide letter dated 07.03.2017 (SN-4), Railway has submitted clarifications/ documents w.r.t. CCRS's letter dated 06.03.2017 (SN-1).
4. In view of above, the case is put up for Board's Temporary Condonation (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally – Dankuni section (both are electrified) in Howrah Division of Eastern Railway, with the conditions mentioned in Para 2 above.

8/3/17
Hd.D'man/CEDO

ADE/Civil- NIP The design wind speed of the tower is 50m/sec. 08/3/17

- Dir/CE/G
- EDCE(G) 8/3/17
- ED/RE 8/3/17
- Adv./Safety
- AM/CE
- Member Traction
- Member Rolling Stock
- Member Traffic
- Member Engineering

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

सं.2017/CEDO/SD/RS/01 **New Delhi, Dated 07.03.2017**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Corrigendum to Board's letter dated 21.02.2017 regarding condonation of infringements to maximum moving dimensions for WDP4DH Locomotive (Maximum Axle Load 21.1t) to RDSO's General Arrangement Drawing No. SK.DL- 4782 having Hotel Load facility.

संदर्भ : Board's letter of even number of dated 21.02.2017

CORRIGENDUM

Please refer to Board's letter of even number of dated 21.02.2017 wherein the sanction of Ministry of Railways, Railway Board was communicated for condonation of infringements to maximum moving dimensions for WDP4DH Locomotive (Maximum Axle Load 21.1t) to RDSO's General Arrangement Drawing No. SK.DL- 4782 having Hotel Load facility. The design of WDP4DH Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004.

The refer. Clause no. 17 Chapter-IV (A) mentioned in above Board's sanction may be read as **Clause no. 17 Chapter-IV (C).**

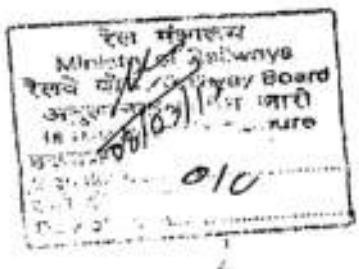
8/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2016/CEDO/SD/RS/01 **New Delhi, Dated 07.03.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/04/2016-17-T.W, dated 24.01.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. Adv./Elect(G) and EDME/Coaching, Railway Board, New Delhi.

8/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड



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

सं.2017/CEDO/SD/RS/02

New Delhi, Dated 07.03.2017

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Corrigendum to Board's letter dated 21.02.2017 regarding condonation of infringements to maximum moving dimensions for WDG4G Locomotive (Maximum Axle Load 22.66t).

संदर्भ : Board's letter of even number of dated 21.02.2017

CORRIGENDUM

Please refer to Board's letter of even number of dated 21.02.2017 wherein the sanction of Ministry of Railways, Railway Board was communicated for condonation of infringements to maximum moving dimensions for WDG4G Locomotive (Maximum Axle Load 22.66t). The design of WDG4G Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004.

The refer Clause no. 17 Chapter-IV (A) mentioned in above Board's sanction may be read as **Clause no. 17 Chapter-IV (C).**

8/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2017/CEDO/SD/RS/02

New Delhi, Dated 07.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/03/2016-17-T.W, dated 24.01.17.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. Adv./Elect(G) and EDME/Coaching, Railway Board, New Delhi.

8/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक जारी
Issued with Annexure
हस्ताक्षर
Signature 8/3/17
जारी की तिथि
Date of Issue

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

सं.2017/CEDO/SD/RS/03 **New Delhi, Dated 21.02.2017**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Corrigendum to Railway Board's letter dated 21.02.2017 regarding condonation of infringements to maximum moving dimensions for WDP4BH Locomotive (Maximum Axle Load 20.2t) to RDSO's General Arrangement Drawing No. SK.DL- 4781 having Hotel Load facility.

संदर्भ : Railway Board's letter of even number of dated 21.02.2017.

CORRIGENDUM

Please refer to Board's letter of even number of dated 21.02.2017 wherein the sanction of Ministry of Railways, Railway Board was communicated for condonation of infringements to maximum moving dimensions for WDP4BH Locomotive (Maximum Axle Load 20.2t) to RDSO's General Arrangement Drawing No. SK.DL- 4781 having Hotel Load facility. The design of WDP4BH Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004.

The refer Clause no. 17 Chapter-IV (A) mentioned in above Board's sanction may be read as **Clause no. 17 Chapter-IV (C).**

8/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2017/CEDO/SD/RS/03 **New Delhi, Dated 07.03.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/02/2016-17-T.W, dated 24.01.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. Adv./Elect(G) and EDME/Coaching, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुभाग अधिकारी जारी
Issued
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जारी की
Date of Issue

8/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/17

New Delhi, Dated 07.03.2017

The General Manager,
Eastern Railway,
Kolkata.

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 132 kv (Liluah – Dankuni feeder) Overhead Power Line Crossing between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni – Bhattanagar section and 3rd line in Bally–Dankuni section (both are electrified) in Howrah Division of Eastern Railway.

संदर्भ : Eastern Railway's letter no. W(3)591/3(L), dated 22.02.2017

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

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

3/17

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

Copy forwarded for information & necessary action to :

1. PCE, Eastern Railway , **Kolkata.**
2. ED/RE, Railway Board.



O/C

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

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-2
फैक्स/Fax-0522-223 5, 2233087
E-mail : chiefcom@rediffmail.c

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

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

संख्या.क्यू. 11012/03/2016–17–तoवि0

दिनांक: 06.03.2017

सेवा में,

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

विषयः Temporary condonation of horizontal clearance to IRSOD (BG) revised 2004 of extra high tension Power Line crossing of 132KV (Liluah - Dankuni feeder) between OHE location no. 13/9-11 (near Dankuni station) in connection with commissioning of double line in Dankuni - Bhattanagar section and new 3rd line in Bally-Dankuni section (both are electrified) in Howrah Division of Eastern Railway.

संदर्भः रेल संरक्षा आयुक्त, पूर्व परिमण्डल, कोलकाता के पत्र संख्या–1/9/VIII/Infringement/17/894/H दिनांक 03.03.2017

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

1. Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.
2. Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower .
3. Slewing of track towards infringing tower is not permitted.
4. Special engg. board is provided at the location to indicate infringement.
5. SOD infringement details shall be maintained in infringement register.
6. Infringement shall be removed by Dec-17.

This has the approval of Chief Commissioner of Railway Safety.

(अलभ त्यागी)
उप रेल संरक्षा आयुक्त (वि.क.)

संलग्नकः उपरोक्त ।
प्रतिलिपि प्रेषित– रेल संरक्षा आयुक्त, पूर्व परिमण्डल, कोलकाता ।

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

सं. 2017/CEDO/SD/16 **New Delhi, Dated 07.03.2017**

The General Manager,
Eastern Railway,
Kolkata.

विषय : **Temporary Condonation** (up to 31.12.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter-I, Item 11(iv)(ii) of 132 kv (Liluah - Rishra, Liluah Howrah feeder) Overhead Power Line Crossing between OHE location no. AC-9/15-17; in connection with the proposed of double line in Dankuni – Bhattanagar section in Howrah Division of Eastern Railway

संदर्भ : Eastern Railway's letter no. W(3)591/3(L), dated 22.02.2017

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

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

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

Copy forwarded for information & necessary action to :

1. PCE, Eastern Railway , **Kolkata.**
2. ED/RE, Railway Board.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुरक्षण के लिए जारी
Issued for Enclosure
Signature
जारी की तिथि
Date of issue 07/03/17

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

फोन/Ph.: 0522-2233087, 2233108 (P
N.E.Rly. 31-14
.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233
E-mail : chiefcom@rediffmail.com

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

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

संख्या.क्यू. 11012/02/2016–17–तoवि0

दिनांक: 06.03.2017

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

विषय: Temporary condonation for infringing horizontal clearance to IRSOD (BG) revised 2004 of extra high tension 132KV (Liluah-Rishra, Liluah Howrah feeder) overhead power line crossings in the proposed Dankuni - Bhattanagar double line between station Dankuni and Bhattangar between OHE mast loc No. AC-9/15-17 km in Howrah division of Eastern Railway.

संदर्भ: रेल संरक्षा आयुक्त, पूर्व परिमण्डल, कोलकाता के पत्र संख्या–1/9/VIII/Infringement/17/893/H दिनांक 03.03.2017

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

1. Tower shall be inspected jointly by Railway and WBSETCL officials at the interval of 3 months. Records shall kept with traceability.
2. Rail traffic shall be suspended in the section when wind speed exceeds design wind speed of the tower .
3. Slewing of track towards infringing tower is not permitted.
4. Special engg. board is provided to indicate infringement at the location.
5. SOD infringement details shall be maintained in infringement register.
6. Infringement shall be removed by Dec-17.

This has the approval of Chief Commissioner of Railway Safety.

(संलग्न त्यागी)
उप रेल संरक्षा आयुक्त (वि.के.)

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

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

सं. 2016/CEDO/SD/36

New Delhi, Dated 03.03.2017

The General Manager,
Western Railway,
Churchgate, Mumbai

विषय : **Vaitarna Station** : Condonation of gradient of 1 in 150 on existing UP main and 1 in 180 in DN main line Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway.

संदर्भ : Western Rly's letter no. Dy.CE(C)III/131/VTN/CRS, dated 15.01.2015.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated Condonation of gradient of 1 in 150 on existing UP main and 1 in 180 in DN main line Vaitarna Yard of Virar-Surat section of Mumbai Division of Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

"(i) Trains shall not be drawn up to the last stop signal and held up on steep gradient in order to clear reception line for giving permission to approach to the following train.

(ii) No shunting beyond the outermost point on the steep gradient will be allowed unless locomotive is attached at the lower end of the load.

(iii) As per GR 5.20 (b) 'In case shunting over a portion of line on steep gradients, neither isolated nor protected by slip sidings, an engine is also attached towards the falling side of the gradient.'Accordingly no shunting on the steep gradient shall be allowed unless an engine is attached at the falling side of the gradient at Vaitarna station.

(iv) Loose shunting is prohibited in view of steep gradient [in terms of Para of SR 5.13(5)]

(v) Hand shunting is strictly prohibited due to steep falling grades at both ends of the yard[in term of Para of SR 5.20(3)]

(vi) Sufficient numbers of brakes are put on, sprage are used, where necessary to ensure safety to prevent vehicles getting out of control and due to steep gradient at UP & DN end of the yard. The engine performing shunting should be always towards the falling side of the gradient."

(viii) Railway should plan for slip siding in future.

(ix) No stabling is permitted without a live engine attached to it.

(x) Stabling, if unavoidable, should be done with the permission of section controller and with adequate precautions.

(xi) All shunting are prohibited.In case shunting is unavoidable, the same to be carried out with strict compliance of existing rules, with permission of section controller and ensuring black back.

(page 1/2; continue to page-2)

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

3/3/17

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

सं. 2016/CEDO/SD/36

New Delhi, Dated 03.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/01/2016-T.W., dated 07.11.16.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. 221/896,dated 13.10.16

3/3/17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

O/C

03-03-2017

Ministry of Railways
Guard
Date of Issue 06/03/17

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

सं. 2016/CEDO/SD/18 New Delhi, Dated 03.03.2017

The General Manager,
South Western Railway,
Hubballi.

विषय : **Condonation** for infringing Vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) for ROB no. 410 A at Km. 8/100-200 in Yesvantpur – Chikbanavar section in connection with Railway Electrification of Bengaluru Division of South Western Railway.

संदर्भ : S.W. Rly's letter no. SWR/W.439/RB Condonation, dated 05.11.2014.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated Condonation for infringing Vertical infringement to IRSOD-Schedule-I, Chapter-I, 10(c) and note (b), (c) & (d) for ROB no. 410 A at Km. 8/100-200 in Yesvantpur – Chikbanavar section in connection with Railway Electrification of Bengaluru Division of South Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Rail level should be frozen and suitable boards to be provided at site for the same.
(ii) Maximum allowable speed will be 90 kmph due to tramway type OHE under the bridge.
(iii) For "A" Class ODC, speed will be limited to 15 kmph.
(iv) For "B" Class ODC, power to be switched off and maximum speed shall be limited to 15 kmph.
(v) For "C" Class ODC, OHE to be slewed.

3/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2016/CEDO/SD/18 New Delhi, Dated 03.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/01/2016-17-T.W., dated 19.09.2016.
2. The Commissioner of Railway Safety, Southern Circle, 7 Seshadri Road, Ghandhinagar, Bangalore-560009, w.r.t. letter no. Q.11017/12012-13 SWR/111-111(b),dated 29.04.2016

3/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/13 New Delhi, Dated 02.03.2017

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

विषय : **Temporary Condonation** (up to 31.07.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 220 kv Overhead Power Line Crossing at Km 132/4-5 in Doubling of Pen – Roha section of Mumbai Division of Central Railway.

संदर्भ : Central Rly's letter no. PCE.CRS.BB.CEE/C.I, dated 02.02.2017.

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for **Temporary Condonation** (up to 31.07.2017) of horizontal infringement by20635 mm to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii), for 220 kv Overhead Power Line Crossing at Km 132/4-5 in Doubling of Pen – Roha section of Mumbai Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Slewing of tower to worsen the infringement shall not be permitted.

(ii) Special engineering board is provided at the location indicating infringement and clearance

(iii) Joint inspection of tower must be done by Railway officials and MSETCL officials shall be done every three month & record shall be kept with traceability.

(iv) Train services between the block sections shall be suspended when wind speed exceeds designed wind speed of tower.

(v) This infringement must be removed by 31.07.2017.

2/3/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/13 New Delhi, Dated 02.03.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/18/2016-17-T.W., dated 13.02.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(284)/2017/125,dated 08.02.2017.

रेल मंत्रालय
Ministry of Railways
Railway Board
Signature
Date of Issue 2/3/17

2/3/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

S/C

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

सं. 2017/CEDO/SD/14 New Delhi, Dated 01.03.2017

The General Manager,
South Central Railway,
Secunderabad.

विषय : **Condonation** for horizontal Infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) of 3 Nos. of EHT Power Line Crossing between Wadi & Guntakal section of Guntakal Division of South Central Railway.

संदर्भ : S.C. Railway's letter no. 469/Infringements, dated 02.02.2017 & 22.02.2017

Vide your letters referred above, Board's Condonation has been sought for horizontal Infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv) (ii) of 3 Nos. of EHT Power Line Crossing regarding Railway Electrification works between Wadi & Guntakal section of Guntakal Division of South Central Railway.

However, while processing the proposal for Board's approval, AM/CE has passed the following remarks:

"SCR should indicate designed wind speed of tower".

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

01/3/17
(अखिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, South Central Railway , **Secunderabad**
2. ED/RE, Railway Board.

Ministry of Railways / Railway Board
Enclosure
Signature
Date of issue

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

सं. 2016/CEDO/SD/RS/01 **New Delhi, Dated 28.02.2017**

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

विषय : CRS sanction for operation of 12 car formation BG EMU rakes fitted with indigenous 3-phase population system of M/s Medha Servo Drivers and having pneumatic suspension in secondary stage manufactured by ICF/Chennai, upto a maximum operational speed of 105 kmph on track maintained to other than C&M-I Vol-I standard.

संदर्भ : (A) Board's letter nos:
(i) 2006/CEDO/SR/15, dated 01.03.2007
(ii) 2007/CEDO/SD/IRSOD/O, dated 19.02.2014
(iii) 2014//CEDO/SD/RS/02, 16.07.2015
(iv) 2015/CEDO/SR/07, dated 16.03.2015
(v) 2016/CEDO/SD/RS/01, dated 05.10.2016 & 28.02.2017
(vi) 2017/CEDO/SR/04, dated 21.02.2017
(B) Central Rly's letter no. W.828.Raising of P/F height/2017, dated 19.01.2017

Vide Board's letter referred at (A) (v) above, Condonation of infringements to IRSOD (BG)-Revised, 2004 of AC EMU Coaches with indigenous 3 phase propulsion system (M/s Medha Servo Drives) was communicated (after consulation of RDSO) with following stipulation :

"(i) Platform height should not be kept more than the range of 895mm – 905mm on straight tracks and 870mm – 880mm on curved track including construction tolerances."

Now Railway has requested to review Board decision regarding platform height.

In view of above, subject issue is under deliberation in Board. In this regard, following information/clarifications is urgently required :

(i) Running of EMUs sanctioned already with condonation and other related issue of infringement with provision of high level raised platform. At present how the EMUs are running with raised PF height (i.e. 900mm and above).

(ii) Minimum clearance available between sole bar of MRVC EMUs with air springs/ conventional all coil EMUs and high level raised platform (i.e. 900mm and above) in super dense crushed load (SDCL)

(iii) Any case reported for platform grazing/hitting during running of MRVC EMUs with air springs/conventional all coil EMUs over raised high level platforms (i.e. 900mm and above).

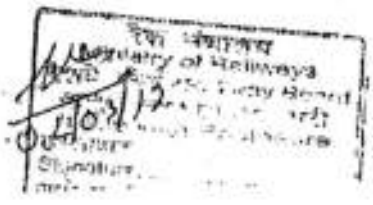
(iv) It may be confirmed that whether the measurement of platform height has been taken as per Note(c) for Para 4 of Chapter-II of IRSOD.

Railway may submit above information urgently.

28/2/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, C.S.T. Mumbai.
2. EDME/Coaching, Railway Board, New Delhi.



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

सं.2016/CEDO/SD/RS/01

New Delhi, Dated 28.02.2017

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to IRSOD (BG)- Revised, 2004 of AC EMU Coaches with indigenous 3 phase propulsion system (M/s Medha Servo Drives)

संदर्भ : RDSO's letter nos :

(I) CT/DEL/AC/EMU/BG, dated 11.09.2015 & 03.11.2015.
(II) MC/AC EMU/Indigenous 3 –phase/Medha, dated 15.12.2015 & 08.03.2016

CORRIGENDUM

Please refer to Board's letter of even number of dated 05.10.2016 wherein the sanction of Ministry of Railways, Railway Board was communicated for condonation of infringements to IRSOD (BG)- Revised, 2004 of AC EMU Coaches with indigenous 3 phase propulsion system (M/s Medha Servo Drives) to IRSOD (BG) Revised, 2004, with Board's comments as under :

"(i) Platform height should not be kept more than the range of 895mm – 905mm on straight tracks and 780mm – 880mm on curved track including construction tolerances."

The above Board's comments may be read as under :

"(i) Platform height should not be kept more than the range of 895mm – 905mm on straight tracks and 870mm – 880mm on curved track including construction tolerances."

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

सं.2016/CEDO/SD/RS/01

New Delhi, Dated 28.02.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226001 w.r.t. his endorsement no. Q.14011/01/2015-16-T.W, dated 05.10.2015 & 19.11.2015.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. Adv./Elect(G) and EDME/Coaching, Railway Board, New Delhi.

(अनिल कुमार दूबे)
संयुक्त सचिव, रेलवे बोर्ड

Board

Date of

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

सं.2016/CEDO/SD/RS/01 New Delhi, Dated 05.10.2016

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to IRSOD (BG)- Revised, 2004 of AC EMU Coaches with indigenous 3 phase propulsion system (M/s Medha Servo Drives)

संदर्भ : RDSO's letter nos.

(i) CT/DEL/AC/EMU/BG, dated 11.09.2015 & 03.11.2015.
(ii) MC/AC EMU/Indigenous 3 -phase/Medha, dated 15.12.2015 & 08.03.2016

With reference to your applications dated 11.09.2016 & 03.11.2015 (applied initially through CCRS, but Commission returned the proposal to RDSO with remarked that Commission cannot forward the subject case to the Railway Board) referred above and further clarifications received under reference (ii) above, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to IRSOD (BG)- Revised, 2004 of AC EMU Coaches with indigenous 3 phase propulsion system (M/s Medha Servo Drives) to IRSOD (BG) Revised, 2004. The design of these coaches infringes Clause no. 10, 14, 24, 25, 26 & 29 of Chapter-IV(A) of B.G. Schedule of Dimensions, Revised 2004 as shown in Annexure-A, I & II and other details enclosed with your above mentioned letters, with Board's comments as under.:

"(i) Platform height should not be kept more than the range of 895mm – 905mm on straight tracks and 780mm – 880mm on curved track including construction tolerances."

5/10/16
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.), 011-23383379 (MTNL), 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं.2014/CEDO/SD/RS/01 New Delhi, Dated 05.10.2016

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. O.14011/01/2015-16-T.W, dated 05.10.2015 & 19.11.2015.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. Adv./Elect(G) and ED/ME/Coaching, Railway Board, New Delhi.

5/10/16
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

No-2017/Chg/3/1

Sub:- Running of trains with LHB rake with 24 coach length train.

A meeting has been held in Adviser/ Coaching's Room No-360 at Railway Board on 21.02.2017 on the above subject attended by following officers of Railway Board.

1. Shri P. Guha, Adviser/Coaching.
2. Shri Anant Swarup/ EDPG (MR)
3. Shri Shailendra Singh, EDME/Coaching.
4. Shri Anil Kumar Dubey/ EDCE(G).
5. Shri B. Prashanth/EDPM.
6. Shri Mandeep Singh Bhatia/ DTT/Coaching-II.
7. Shri Dr. Mahendra Kumar/DEE (G).

In the meeting, it is discussed to run all popular trains running with LHB coach with 22 coaches to be run with 24 coaches length. Initially, two trains have been identified to run with 24 coach length LHB coaches. Details of thes two trains are as under:-

(i) 12229/12230 Lucknow-New Delhi Lucknow Mail (Daily)

At present, 12229/12230 is running by utilizing two rakes of following composition LWLRRM-2, LS-2, LWSCN-8, LWACCN-5, LWACCW-4, LWFAC-1=22 coaches.

(ii) 12417/12418 Allahabad-New Delhi Prayag Raj Express (Daily)

At, present 12417/12718 is running by utilizing two rakes of following composition LWLRRM-2, LS-2, LWSCN-10, LWACCN-4, LWACCW-3, LWFAC-1= 22 coaches.

In the beginning, we may plan to augment 12229/12230 to run with 24 LHB coach by adding two sleeper (WLSCN) coaches and then plan for Prayag Raj.

Further, it is also discussed to run Rajdhani trains with new turned out coaches with 24 coaches.

A view of the above views may be taken from concerned ED's

Submitted please.

Sanwar 21.2.17

DD/Chg - NIP

DTT/~~Chg~~-II 21/2/17

DTT/~~Chg~~-I 21/2

Adv/~~Coaching~~ 22/2

EDP~~M~~ List of other trains which have potential for augmentation based on unmet demand has also been obtained from zonal Rlys + provides in coaching OL for augmentation. They may also be considered for approval.

EDME/Coaching

EDCE(G) Earlier provision was for Rajdhani upto 24 coaches which was modified to 26 coaches in Jan'16, it is presumed that Rakes of CRs must be available for 24 coaches. 24/2 Satish.

EDEE(G)

EDPG/MR

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

No. 2013/CEDO/SR/06/PC-6/O/Pt.I **New Delhi, Dated 5th January, 2016**

The General Managers,
All Indian Railways.

The Director General,
RDSO, Lucknow.

The Managing Director,
Konkan Railway Corporation Limited,
Navi Mumbai.

Sub : Addendum & Corrigendum Slip (ACS) No. 03 to Policy Circular No. 6 on the subject of 'Procedure For Certification Of Maximum Permissible Speed For Rolling Stock'.

Ref : Railway Board's letter no. 92/CEDO/SR/4/O/Pt.I, dated 23.11.2006.

Board (ME, MT, MM & ML) have approved the revision to Para No. 6.1 (a) & (b) of Railway Board's Policy Circular No. 6, earlier circulated vide Board's letter under reference.

In supersession to the existing provisions, the Revised Para, as mentioned below, to be substituted in lieu of the existing Para 6.1(a) & (b) of the Policy Circular No. 6 :

6.1(a)(ii) For Speed Upto 110 Kmph on BG -

Zonal Railways may increase the length of trains upto ~~24~~ 26 coaches plus one inspection carriage, without CRS sanction, provided various departments of the Zonal Railway certify (as required to be done for obtaining CRS sanction) to PCE that the necessary conditions for running such trains have been fulfilled and that the stopping stations have been provided with necessary facilities, like the required length & width of platforms, removal of infringements, lighting & watering arrangements etc. on the platform.

Note : However, Railway shall approach the Commissioner of Railway Safety for permitting operation of the first train with 26 coaches plus one inspection carriage on that route.

6.1(b)(i) For Speed Above 110 Kmph and Upto 120 Kmph on BG -

Zonal Railways shall conduct 'Route Proving Runs' upto ~~24~~ 26 coaches plus one inspection carriage at proposed speed of operation for running trains for recording vertical and transverse accelerations throughout the route. If the results obtained satisfy the stipulated criteria as given in Appedix-1, Railway shall approach the Commissioner of Railway Safety for permitting operations of the first such train on that route.

This is for your information and necessary action.

05/01/2016

(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 to :

- PSO/Sr.PPS to CRB, ME, MT, MM, MT, FC and Secretary for kind information of CRB, ME, MT, MM, MT, FC and Secretary.
- The Chief Commissioner of Railway Safety, office compound of DRM/NER, Ashok Marg, Lucknow-226001 for kind information.
- Director, IRICEN, Pune for information.

REVISED PARA NO. 6 OF POLICY CIRCULAR NO. 6 & APPENDIX 1 & 2

6. SANCTION OF SPEED OF NOMINATED TRAINS ON SPECIFIC ROUTES

Before permitting regular operation of trains at speed above 105 Km/h on the BG and above 75 Km/h on MG, the following procedure shall normally be followed, unless otherwise decided with the concurrence of the Chief Commissioner of Railway Safety:-

6.1.(a) For speed upto 110 Km/h on BG

(i) For permitting speeds above 105 Km/h, the track on the route should be maintained to standards specified in RDSO Report No. C&M-1, Volume-I. RDSO speed certificate & CRS sanction should exist for that type of rolling stock.

(ii) Zonal Railways may increase the length of trains upto 24 coaches plus one Inspection Carriage, without CRS sanction, provided various departments of the Zonal Railway certify (as required to be done for obtaining CRS sanction) to PCE/CE(Co-ordination) that the necessary conditions for running such train have been fulfilled and that the stopping stations have been provided with necessary facilities like the required length and width of platforms, removal of infringements, lighting and watering arrangements etc. on the platform. The sanction to the proposal shall be granted by PCE/CE(Co-ordination).

See ACS-3 dt 05/1/2016

6.1(b) For speed above 110 Km/h and upto 120 Km/h on BG

(i) Zonal Railways shall conduct route proving runs at proposed speed of operation for running trains upto 24 coaches plus one Inspection Carriage using portable accelerometers mounted on rolling stock(locomotives and representative vehicles which are proposed to be cleared for speeds above 110 km/h and upto 120 Km/h) for recording vertical and transverse accelerations through out the route. If the results obtained satisfy the stipulated criteria, as given in Appendix-I, Railway shall approach the Commissioner of Railway Safety for permitting operation of the first such train on that route.

See ACS-3 dt. 05/1/2016

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

6.1(c) **For speed above 120 Km/h on BG and above 75 Km/h on MG**

(i) Having established the speed potential of stock up to the maximum proposed speed by carrying out detailed oscillation trials on selected test stretches earlier, 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 120 km/h on BG and 75 km/h on MG, on the entire route at the proposed maximum speed. For these tests, necessary sanction shall be obtained in accordance with the procedure mentioned in para 3. These tests are required even in case of stock for which detailed oscillation trials have been dispensed with, with the concurrence of the Chief Commissioner for Railway Safety.

(ii) However, confirmatory oscillograph car run for introducing additional trains and/or for increasing the length of existing trains are not necessary on the sections where such type of rolling stock is already plying at same or higher speed on other nominated trains.Zonal Railways, while approaching the CRS for introduction of such trains, shall furnish detailed information on all the relevant safety aspects concerning various disciplines involved.

(iii) The speed certificate for a train when issued by RDSO shall specify maximum number of coaches (subject to maximum of 18 coaches), and types of rolling stock that are permitted in the train. Once the first speed certificate has been issued by RDSO and CRS sanction obtained by concerned Zonal Railways for running of train upto 18 coaches, they can increase/decrease number of coaches within the sanction without obtaining further sanction from CRS, keeping the types of rolling stock same as those specified in the RDSO's speed certificate. For increasing the length of existing trains upto 18 coaches, Zonal Railways shall approach RDSO for issuing speed certificate upto 18 coaches in case the same has not been issued earlier and advise CRS accordingly. For running new trains on the section, sanction shall have to be obtained by Zonal Railways from CRS for operation of each such train. For running of trains with more than 18 coaches, fresh RDSO speed certificate and CRS sanction shall be obtained. Confirmatory oscillograph car runs for introducing such trains are not necessary on the sections where such type of rolling stock is already plying at the same or higher speed on other nominated trains.

6.2. The adequacy of the brake power available on the locomotives in conjunction with the coaching stock to be used in the proposed train, vis-à-vis the signalling system available on the route, will have to be established by the Zonal Railway (for speeds above 110 km/h and up to 120 km/h on BG and up to 75 km/h on MG) and by RDSO(for speeds above 120 km/h on BG and above 75 km/h on MG).

6.3. The joint safety certificate required to be submitted to Commissioner of Railway Safety should be signed by the Principal Chief Engineer/Chief Engineer(Co-ordination), Chief Mechanical Engineer, Chief Operating Manager and Chief Signal & Telecommunication Engineer, and Chief Electrical Engineer also in electrified territories and in respect of electrical rolling stock.

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

सं.2017/CEDO/SD/RS/01 **New Delhi, Dated 21.02.2017**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for WDP4DH Locomotive (Maximum Axle Load 21.1t) to RDSO's General Arrangement Drawing No. SK.DL- 4782 having Hotel Load facility.

संदर्भ : RDSO's letter no. CT/DDL/WDP4, dated 05.01.2017.

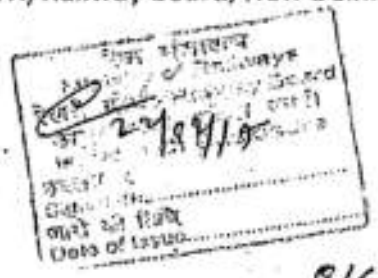
With reference to your application dated 05.01.2017 referred above, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions for WDP4DH Locomotive (Maximum Axle Load 21.1t) to RDSO's General Arrangement Drawing No. SK.DL- 4782 having Hotel Load facility. The design of WDP4DH Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004 (Reg.: Minimum height above rail level when fully loaded for a width of 1220 mm on either side of centre of track with the exception of wheels and attachments thereto; is 97mm instead of 102mm (i.e. infringement of 5mm)) as shown in Annexure and other details enclosed with your above mentioned letter.

(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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सं.2017/CEDO/SD/RS/01 **New Delhi, Dated 21.02.2017**

Copy forwarded for Information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/04/2016-17-T.W, dated 24.01.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. EDME/Tr., Railway Board, New Delhi.



(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं.2017/CEDO/SD/RS/02 **New Delhi, Dated 21.02.2017**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for WDG4G Locomotive (Maximum Axle Load 22.66t).

संदर्भ : RDSO's letter no. CT/DDL/4000, dated 10.01.2017.

With reference to your application dated 10.01.2017 referred above, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions for WDG4G Locomotive (Maximum Axle Load 22.66t). The design of WDG4G Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004 (Reg.: Minimum height above rail level when fully loaded for a width of 1220 mm on either side of centre of track with the exception of wheels and attachments thereto; is 95mm instead of 102mm (i.e. infringement of 7mm)) as shown in Annexure and other details enclosed with your above mentioned letter.

(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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सं.2017/CEDO/SD/RS/02 **New Delhi, Dated 21.02.2017**

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1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/03/2016-17-T.W, dated 24.01.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. EDME/Tr., Railway Board, New Delhi.

रेल मंत्रालय Ministry of Railways Railway Board

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

a/c

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

सं.2017/CEDO/SD/RS/03 **New Delhi, Dated 21.02.2017**

The Director General,
Manak Nagar, RDSO,
Lucknow.

विषय : Condonation of infringements to maximum moving dimensions for WDP4BH Locomotive (Maximum Axle Load 20.2t) to RDSO's General Arrangement Drawing No. SK.DL- 4781 having Hotel Load facility.

संदर्भ : RDSO's letter no. CT/DDL/WDP4, dated 05.01.2017.

With reference to your application dated 05.01.2017 referred above, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions for WDP4BH Locomotive (Maximum Axle Load 20.2t) to RDSO's General Arrangement Drawing No. SK.DL- 4781 having Hotel Load facility. The design of WDP4BH Locomotive infringes Clause no. 17 Chapter-IV (A) of B.G. Schedule of Dimensions, Revised 2004 (Reg.: Minimum height above rail level when fully loaded for a width of 1220 mm on either side of centre of track with the exception of wheels and attachments thereto; is 97mm instead of 102mm (i.e. infringement of 5mm)) as shown in Annexure and other details enclosed with your above mentioned letter.

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

सं.2017/CEDO/SD/RS/01 **New Delhi, Dated 21.02.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-001 w.r.t. his endorsement no. Q.14011/02/2016-17-T.W, dated 24.01.2017.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Directors - Track-1 & (Standards)/Carriage, RDSO, Lucknow.
5. EDME/Tr., Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SR/04

New Delhi, Dated 21.02.2017

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of 12 car formation BG AC EMU MRVC phase-II coaches fitted with Indigenous 3-phase population system of M/s. Medha servo drives and having Pneumatic suspension in secondary stage manufactured by ICF/Chennai up to a maximum speed of 105kmph on Churchgate- Dahanu Road suburban section of Western Railway.

संदर्भ : W.Rly's letter no. W 636/15/5/25(BG AC EMU)(W3), dated 26.12.2016.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of 12 car formation BG AC EMU MRVC phase-II coaches fitted with indigenous 3-phase population system of M/s. Medha servo drives and having Pneumatic suspension in secondary stage manufactured by ICF/Chennai up to a maximum speed of 105kmph or sectional speed whichever is less on Churchgate- Dahanu Road suburban section of Western Railway, subject to terms and conditions as given in Western Railway's Certificate no. JSC/40/2016, dated 02.12.2016, Track Certificate no. TC/40/2016, dated 09.09.2016, Bridge Certificate no. BC/40/2016, dated 16.09.2016 & RDSO's Final Speed Certificates no. MC/AC EMU/Indigenous 3-phase/Medha, dated 11.04.2016 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

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

सं. 2017/CEDO/SR/04

New Delhi, Dated 21.02.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 15015/01/2016-17-TW, dated 30.01.2017.
2. The General Managers, All Indian Railways (except WR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Chg.), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
24/04/17

O/C

(अनिल कुमार दूबे)
वरिष्ठ सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/14 **New Delhi, Dated 21.02.2017**

The General Manager,
South Central Railway,
Secunderabad.

विषय : **Condonation** for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(i) of 3 Nos. of EHT Power Line Crossing between Wadi & Guntakal section of Guntakal Division of South Central Railway.

संदर्भ : S.C. Railway's letter no. 469/Infringements, dated 02.02.2017

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

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

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

Copy forwarded for information & necessary action to :

1. PCE, South Central Railway , **Secunderabad**
2. ED/RE, Railway Board.

Signature
Date of Issue

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

फोन/Ph.: 0522-2233087, 2233100 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

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

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

संख्या–जपु, 11018/01/2016–17–तoविo

दिनांक: 16.02.2017

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

विषय: Railway Electrification works between Wadi & Guntakal – Condonation of Railway Board for infringing horizontal clearances of 3 Nos. of EHT Power line crossings.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण मध्य परिमण्डल, सिकन्दराबाद के पत्र संख्या– Q-11018/1/16-SCC/1230 दिनांक 03.02.2017

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

1. **Stipulations mentioned at para 5.0 of CRS/SCC shall be applicable.**
2. **Special color paint shall be provided on the structure to indicate infringement.**
3. **Rail traffic shall be suspended when wind speed is more than designed wind speed for the tower.**

This has the approval of Chief Commissioner of Railway Safety.

(शैलेश त्यागी)
उप रेल संरक्षा आयुक्त (वि.क.)

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

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

दक्षिण मध्य परिमंडल, South Central Circle,
सरोजिनी देवी रोड, Sarojini Devi Road,
सिकंदराबाद Secunderabad - 500 071.

No.Q.11018/1/16-SCC Dated 02-02-2017

To
The Secretary (Electrical),
Railway Board,
Rail Bhavan,
New Delhi.

(Through : The Chief Commissioner of Railway Safety, Lucknow.)

Sub :- **Railway Electrification works between Wadi & Guntakal – Condonation of Railway Board for infringing horizontal clearances of 3 Nos. of EHT Power line crossings.**

Ref :- S.C.Railway's application vide letter No.469/Infringements dated 02-02-2017.

* * *

South Central Railway has applied for condonation of Railway Board for infringing horizontal clearances of 3 Nos. of EHT Power line crossings on Wadi-Guntakal section of Guntakal Division of South Central Railway.

2.0 South Central Railway has stated that there are 3 EHT Power Line crossings on Wadi-Guntakal section which are not having adequate Horizontal clearance as per SOD. South Central Railway has stated that the adequate corridor is not available, modification or re-location of these Power Line Crossings is not feasible. These Power Line Crossings have been existing since long time and therefore changing the alignment of track would cost much more when compared to the modifications sought for these PLCs. As the In addition to that, shut down of these lines would be very difficult as it will badly affect the cities/industrial parks being fed by theses feeders and an amount of Rs.3 to 4 crores is to be paid to TRANSCO towards shut down cost. There were serious right of way problems and also financial implications. The cost of changing the alignment of track is very high and not feasible. The time required for modification will also badly affect the commissioning as it will take 2-3 years for executing this work.

3. These power line crossings infringing the minimum horizontal clearances as per para 11 (iv)(ii) of Chapter I of Schedule I of IRSOD (BG), Revised 2004. The details are as under:

Sl. No.	Location		Name of the structure which infringe power line crossings	Minimum horizontal clearance required As per SOD (H+2.135m) (in m)	Existing Actual dimensions (in m)	Amount of infringement (in m)
	Section	Km				
1	Bet. Raichur-Yermaras stations	569/9-11 & 569/10-12	Tower of 110KV (DC)	38.382+2.135=40.517	30.20	10.317
2	Bet. Raichur-Yermaras stations	570/27-29 & 570/28-30	Tower of 220KV (DC)	45.568+2.135=47.793	44.983	2.81
3	Bet. Yermaras-Chiksugar	574/17-19 & 574/18-20	Tower of 400KV (Multi-Circuit)	85.351+2.135=87.486	83.187	4.299

...il : ...@rcr.railnet.gov.in फोन/फैक्स (सीएएनएएर 8694.) Phone/Fax (040) 27820104, (040) 27700979,(040) 27700980 रेलवे/Railway 86979, 86980

4. South Central Railway have confirmed that the overhead power line crossings have been provided with:

a) Double set of hardware with double set of insulator string on either side.
b) High speed tripping with fast acting electronic relays.
c) Power Conductor factor of safety provided is 2.0 in the crossing span and to prevent vibrations/fatigue on conductors, vibration dampers are provided at every conductor clamping attachments.
d) To prevent vibration fatigue on conductors, Vibration dampers are provided at every conductor clamping attachments.
e) Galvanized towers are designed with highest angle of deviation with factor of safety as 2.0.
f) Earthing is provided on crossing towers.
g) OHE structures are located beyond 6000min of nearest conductor of OH crossing on Up and Down lines.

5.0 In view of the position explained above and difficulties expressed by South Central Railway in relocating the power line crossings as mentioned in their justification, it is recommended to condone the infringement of clearances as proposed subject to the following conditions:

i. Periodical maintenance of the power line crossings shall be carried out to ensure that the power line crossing continue to meet with the safety standards as specified in Rule 76 of Indian Electricity Rules. To ensure this, regular joint check, at least twice a year, shall be conducted by the representatives of the Railways and TRANSCO at appropriate levels and required action, if any, shall be taken promptly.
ii. There shall be no joint or splice in the span crossing over railway tracks in the conductors of power line crossing.
iii. Protective devices as laid down in Indian Electricity Rules shall be provided on the power line crossing and their proper functioning shall be ensured.
iv. It shall be ensured that the foundation is designed with highest soil classification with minimum factor of safety as 2.0.

6.0 The proposal of Railway along with relevant documents submitted by them is forwarded herewith.

(RAM KRIPAL)
Commissioner of Railway Safety

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

सं. 2017/CEDO/SD/15

New Delhi, Dated 21.02.2017

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary Condonation** (up to 30.06.2017) for vertical infringement to IRSOD-Schedule-I, Chapter I, Item 11(I) of 220 kv Overhead Power Line Crossing at Km 57.477 between Charkhi drari – Manheru in Rewari - Manheru section of Bikaner Division of North Western Railway

संदर्भ : N.W.Railway's letter no. EL/591/2, dated 02.02.2017

Vide your letter referred above, CCRS has forwarded the case for Board's Condonation with 06 observations/conditions **(copy enclosed)**.

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

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

Copy forwarded for information & necessary action to :

1. PCE, North Western Railway , Jaipur
2. ED/RE, Railway Board.

फोन/Ph.: 0522-2233087, 2233100 Ext. 371
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

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

मु.रे.सु. कार्यालय परिसर
16, मार्ग, लखनऊ-226001.
संख्या मरू. 11020/00/2016-17-तoविo

दिनांक: 17.02.2017

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

विषय: Temporary Condonation for infringement i.e. Vertical Clearance of 220 KV overhead Power Line Crossing Km. 57.477 between Charkhi dadri - Manheru in terms of Para 11(i) Chapter I of Schedule-I of IR SOD-2004 (BG) in Rewari-Manheru section of Bikaner Division of NW Railway.

संदर्भ: रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या– 221/137 दिनांक 07.02.2017

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

1. **OHE shall not be provided till the infringement exists.**
2. **Track shall not be raised from existing levels.**
3. **Special engineering board shall be provided indicating the infringement and clearance.**
4. **Vertical clearances shall be measured jointly by Electrical and Engineering department at the interval of 3 months and records shall be kept with traceability.**
5. **It must be specifically ensured that no passenger is travelling on roof of train in this section.**
6. **Infringement shall be removed by 30.06.2017**

This has the approval of Chief Commissioner of Railway Safety.

(मलय त्यागी)
उप रेल संरक्षा आयुक्त (वि.क.)

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

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

सं. 2017/CEDO/SD/08 **New Delhi, Dated 21.02.2017**

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

विषय : **Condonation** for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Road Over Brides (i.e. ROB no. 918/01 and 926/01) in connection with Railway Electrification Work of AMF-CWA section in Nagpur Division of Central Railway.

संदर्भ : Central Rly's letter no. PCE/CRS/BB/AMF-CWA/, dated 20.01.2017

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated condonation for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Road Over Brides (i.e. ROB no. 918/01 and 926/01) in connection with Railway Electrification Work of AMF-CWA section in Nagpur Division of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Rail level and horizontal distance from track centre shall be marked/painted on the wall of ROBs.

(ii) Track shall not be slewed or raised from the existing levels.

(iii) Joint measurement by Electrical & Engineering department officials shall be done every six months and records shall be kept with traceability.

(iv) Operation restrictions as per Para 5.0 of CAO(C)/CR/CSTM letter no. PCE/CRS/BB/AMF-CWA dated 20.01.2017 shall be followed.

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

सं. 2017/CEDO/SD/08 **New Delhi, Dated 21.02.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/16/2016-17-T.W., dated 30.01.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(282)/2017/69,dated 20.01.2017

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

(अनिल कुमार दूले)
कृते सचिव, रेलवे बोर्ड

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

सं. 2016/CEDO/SR/02 **New Delhi, Dated 20.02.2017**

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

विषय : Running of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) fitted with Pneumatic suspension at Secondary stage, manufactured by ICF/Chennai upto a maximum speed of 95 Kmph on Up & Dn lines of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/895 Pt-I, dated 29.09.2015.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) fitted with Pneumatic suspension at Secondary stage, manufactured by ICF/Chennai upto a maximum speed of 95 Kmph or sectional speed whichever is less on Up & Dn lines of Northern Railway, subject to terms and conditions as given in Northern Railway's Joint Safety Certificate no. SLC/BG/33/2015, dated 21.05.2015, Track Certificate, Bridge Certificate, RDSO's Final Speed Certificate no. MC/RLC/D, dated 07.04.2015 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter with Board's comments as under :

"(i) Provision of FIBA in 1600 HP DEMU coaches fitted with air suspension shall be completed within 18 months.

(ii) All new DEMU rakes now onwards shall come out with FIBA arrangements."

20/02/17

(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
{Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)}
e-mail address : edceg@rb.railnet.gov.in

सं. 2016/CEDO/SR/02 **New Delhi, Dated 20.02.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 12013/01/2013-14-TW-Part-2, dated 19.04.2016.
2. The General Managers, All Indian Railways (except NR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Tr.), Railway Board, New Delhi.



20/02/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/11 **New Delhi, Dated 15.02.2017**

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

विषय : **Vadala Road Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(II) of proposed FOB at **Vadala Road** Station of Mumbai Division of Central Railway.

संदर्भ : Central Rly's letter no. PCE/CRS/Vadala/MRVC/2016, dated 20.10.2016

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

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

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

Copy forwarded for information & necessary action to :

1. PCE, Central Railway , Mumbai C.S.T.

: 2/C

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

फोन/Ph.: 0522-2233087, 2233109
N.E.Rly. 31-140, N.Rly. 22
फैक्स/Fax-0522-2233095, 2
E-mail : chiefco...@rediffmail.

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

N.E. Railway, DRM OFFICE CAM
16, Ashok Marg, Lucknow-226 00

संख्या–वयू. 11011/17/2010–17–तविवि

दिनांक: 09.02.2017

सेवा में,

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

विषय: Vadala Road - Condonation from Railway Board for horizontal clearance for construction of FOB at Vadala Road.

संदर्भ: रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या– C-13(280)/2017/62 दिनांक 20.01.2017

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

Item no. (1) The Railway should lay down safety precaution which it will follow in zone of infringement.
Remarks – The following precaution shall to be taken in the zone of Infringement-
(A) Caution sign boards for less clearance will be fixed at every 10m in the zone of infringement to warn the passengers from overcrowding in the infringement zone.
(B) Special hatching shall be painted in red & black colour along the staircase as well as on platform surface in the area of infringement.

Item no. (2):- Infringing dimensions should have been shown in 'red'.
Remarks- As directed, the infringing dimensions have been shown in the drawing with red pencil in the rectangular box.

1. No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted. So that entire available space can be used for passenger movement.
2. The area under infringement should be well illuminated during night time.
3. Following permanent restriction will be imposed:
   Driver of all the trains passing through the platform with infringement, will whistle to warn the passengers on platform.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं. 2017/CEDO/SD/10

New Delhi, Dated 14.02.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : **Duvvada Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a) (ii) of proposed FOB at Duvvada Railway Station on main line of Waltair Division of East Coast Railway.

संदर्भ : E.Co Railway's letter no. W3/Br/CRS/Cord/FOB/DVD/, dated 26.11.2015

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

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

14/2
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy forwarded for information & necessary action to :

1. PCE, East Coast Railway , Bhubaneswar.

15/04/17

DC

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

फोन/Ph.: 0522-2233087, 2233108 (P&T N.E.Rly. 31-140, N.Rly. 23-29
फैक्स/Fax-0522-2233095, 223308
E-mail : chiefcom@rediffmail.com

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

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

संख्या–क्यू.11019/04/2016–17–एविए0

दिनांक:09.02.2017

सेवा में,

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

विषय: Condonation regarding infringement to SOD of Proposed FOB at Duvvada Railway station on main line of Waltair division of East Coast Railway.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–1486 दिनांक 18.01.2017

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

1. The structures of F.O.B in the infringement zone is to be painted in striper of Red & Yellow with Retro reflective paint so that it can alert the alighting passengers.
2. The area under infringement should be well illuminated during night time.
3. No temporary or permanent structure will be permitted in the zone of infringement, even stabling of hand trolley in this area will not be permitted. So that entire available space can be used for passenger movement.
4. Following permanent restriction will be imposed:
   Driver of all the trains passing through the platform with infringement, will whistle to warn the passengers on platform.
5. Slewing of track at the location towards shall be prohibited.

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

09/2/2017

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं. 2017/CEDO/SD/12 **New Delhi, Dated 14.02.2017**

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : **Khurda Road Station** : Condonation for horizontal infringement to IRSOD-Schedule-I, Chapter II, 7(a)(ii) of proposed FOB at **Khurda Road** Station of Khurda Road Division of East Coast Railway.

संदर्भ : E.Co Railway's letter no. W3/Br/CRS/FOB/KUR, dated 10.03.2016

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

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

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

Copy forwarded for information & necessary action to :

1. PCE, East Coast Railway , Bhubaneswar.

Railways
Board
जारी
Issue
15/02/17
Date of issue

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

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

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

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

संख्या–वयू11019/03/2016–17–तoवि0

दिनांक:09.02.2017

सेवा में,

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

विषय: Condonation regarding infringement of SOD at Proposed landing over P.F. No. 6 & 7 to FOB at Khurda Road station of Khurda Road division in East Coast Railway.

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण पूर्व परिमण्डल, कोलकाता का पत्र संख्या–1485 दिनांक 18.01.2017

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

1. The structures of F.O.B in the infringement zone is to be painted in striper of Red & Yellow with Retro reflective paint so that it can alert the alighting passengers.
2. The area under infringement should be well illuminated during night time.
3. No temporary, or permanent structures will be permitted in the zone of infringement even stabling of hand trolley in this area will not be permitted so that entire available space can be used for passenger movement.
4. Following permanent restriction will be imposed:
   Driver of all the trains passing through the platform with infringement, will whistle to warn the passengers on platform.
5. Slewing of track at the location towards shall be prohibited .

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

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

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

सं. 2017/CEDO/SD/13 **New Delhi, Dated 14.02.2017**

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

विषय : **Temporary Condonation** (up to 31.07.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(II) of 220 kv Overhead Power Line Crossing at Km 132/4-5 in Doubling of Pen – Roha section of Mumbai Division of Central Railway

संदर्भ : Central Railway's letter no. PCE.CRS.BB.CEE/C.I, dated 02.02.2017

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

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

14/2/17

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

Copy forwarded for information & necessary action to :

1. PCE, Central Railway , Mumbai, C.S.T.
2. CEE(Cons.) Central Railway, 3rd Floor, New Administrative Building, D.N.Road, Mumbai, C.S.T.
3. ED/RE, Railway Board.



e/c

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

फोन/Ph.: 0522-2233087, 2233108 (P&I
N.E.Rly. 31-140, N.Rly. 23-99
फैक्स/Fax-0522-2233095, 2233u8
E-mail : chiefcom@rediffmail.co

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

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

संख्या–चयू. 11011/16/2016–17–तo वि० दिनांक: 13.02.2017

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

विषय: Temporary condonation for infringing of less horizontal distance of 220 KV EHV crossing at Km. 132/4-5 against ACS No. 13. to IR SOD (BG) 2004, Chapter-1, Item No.11 (iv) (ii) in Doubling of Pen-Roha section of Central Railway.

संदर्भ: रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई के पत्र संख्या –C-13(284)/2017/125 दिनांक 08-02-2017

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

1. Slewing of tower to worsen the infringement shall not be permitted.
2. Special engineering board is provided at the location indicating infringement and clearance.
3. Joint inspection of tower by railway and MSETCL shall be done every three months and records shall be kept with traceability.
4. Train services in the section shall be suspended if wind speed is more than the designed wind speed for tower .
5. Infringement shall be removed by 31/07/2017.

This has the approval of Chief Commissioner of Railway Safety.

(रंजन त्यागी)
उप रेल संरक्षा आयुक्त (पू.क.)

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

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

सं. 2017/CEDO/SD/08

New Delhi, Dated 08.02.2017

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

विषय : Condonation for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Road Over Brides (i.e. ROB no. 918/01 and 926/01) in connection with Railway Electrification Work of AMF-CWA section in Nagpur Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/AMF-CWA, dated 21.01.2017

Vide your letter referred above, Board's Condonation has been sought for vertical infringement to IRSOD-Schedule-I, Chapter I, 10(c) and note (b), (c) & (d) of the existing Road Over Brides (i.e. ROB no. 918/01 and 926/01) in connection with Railway Electrification Work of AMF-CWA section in Nagpur Division of Central Railway.

However, while processing the proposal in Board, following discrepancies have been observed :

(i) Width of ROB mentioned in Form-XVII does not match with Drawings.

(ii) Reference rail level drawing is not clear; it should be in line with Note (d) below Para 10 of Chapter I of IRSOD.

(iii) In drawings, lower dimensions are marked at higher side as compare to higher dimensions.

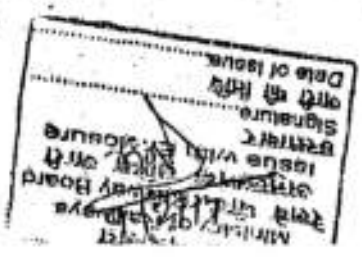
Further, it has been observed that drawings received along with Electrifications cases are generally not self explanatory, resulting into delay in processing of cases at Board's level.

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

08/2/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग (जी)/रेलवे बोर्ड
(Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile))
e-mail address : dcegrb@gmail.com

Copy forwarded for information & necessary action to :

1. PCE, Central Railway, C.S.T. Mumbai.
2. ED/RE, Railway Board, New Delhi.



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

सं. 2017/CEDO/SD/01 **New Delhi, Dated 07.02.2017**

The General Manager,
North Eastern Railway,
Gorakhpur.

विषय : Condonation for infringing dimensions in centre to centre of tracks on proposed BG (existing MG) and existing BG alignment between Km 3/10-11 to 4/4-5 (length = 558m, (Para 1(ii), Ch-I), horizontal clearance between centre line of proposed BG track & abutment wall of Bridge no.470 at Km 4/1-2 (Para 8(iii) (a & b), Ch-I) and vertical clearance from proposed BG Rail level to bottom of girder under Bridge no. 470 at Km 4/1-2 (Para 10(c)(ii), Ch-I) between Aishbagh and Lucknow City in connection with gauge conversion of Lucknow-Sitapur section of Lucknow Division of North Eastern Railway.

संदर्भ : N.E. Rly's letter No. W/275/Condonation/4A, dated 04.11.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated condonation for infringing dimensions in centre to centre of tracks on proposed BG (existing MG) and existing BG alignment between Km 3/10-11 to 4/4-5 (length = 558m, (Para 1(ii), Ch-I), horizontal clearance between centre line of proposed BG track & abutment wall of Bridge no.470 at Km 4/1-2 (Para 8(iii) (a & b), Ch-I) and vertical clearance from proposed BG Rail level to bottom of girder under Bridge no. 470 at Km 4/1-2 (Para 10(c)(ii), Ch-I) between Aishbagh and Lucknow City in connection with gauge conversion of Lucknow-Sitapur section of Lucknow Division of North Eastern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) No vertical lifting and horizontal slewing will be permitted in the mentioned stretch.

(ii) No track machines maintenance will be permitted in the mentioned stretch.

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

सं. 2017/CEDO/SD/01 **New Delhi, Dated 07.02.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11015/06/2016-17-T.V., dated 21.12.2016.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow - 226001, w.r.t. letter no. 3439/Part-9/Sanc-100/923, dated 30.11.2016.



(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2016/CEDO/SD/23

New Delhi, Dated 07.02.2017

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : **Extension of Temporary** condonation up to 31.03.2017 for vertical infringement to IRSOD under Muniguda FOB pertaining to RE of Singapur Road – Titlagarh section of Sambhalapur Division in East Coast Railway.

संदर्भ : ECoR's letter no. VTRE/EL/T-05, dated 28.12.2016

In continuation to Board's letter of even no., dated 07.11.2016 and with reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated **Extension of Temporary** condonation up to 31.03.2017 for vertical infringement to IRSOD under Muniguda FOB pertaining to RE of Singapur Road – Titlagarh section of Sambhalapur Division in East Coast Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

"i. *Rolling stock height more than 4420mm are not permitted to ply in this section.*

ii. *Existing track level should be marked clearly.*

iii. *No raising of track on UP Main & DN Loop lines under this FOB is permitted.*

iv. *No ODC of height more than 4570mm & 4540mm from rail level will be allowed on UP Loop & UP Main respectively under Muniguda FOB without switching off the OHE.*

v. *ODC having height more than 4570mm but less than 4740mm on UP Loop and more than 4540mm bet less than 4710mm on UP Main lines respectively can be allowed to pass under the contact wire and FOB in OHE switched off condition.*

vi. *No ODC of height more than specified above in on said two lines can be passed under Muniguda FOB even in OHE switched off condition except after slewing of OHE.*

vii. *This infringement must be removed by 31.03.2017."*

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

सं. 2016/CEDO/SD/23

New Delhi, Dated 07.02.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11019/01/NC/2016-17-T.V., dated 23.01.2017.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata-700001, w.r.t. letter no. 1448,dated 18.01.2017.

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure
Sign.....
Date of Issue.....

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

सं. 2017/CEDO/SD/07 **New Delhi, Dated 07.02.2017**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Temporary Condonation** (up to 30.06.2017) for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 220 kv Overhead Power Line Crossing at Km 61.790 between Charkhi Dadri – Manheru stations in Rewari – Hisar section regarding Doubling and Electrification work of Rewari – Manheru section of Bikaner Division of North Western Railway.

संदर्भ : NWR's lefter no. EL/591/2, dated 05.12.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated **Temporary** condonation up to 30.06.2017 for horizontal infringement to IRSOD-Schedule-I, Chapter I, Item 11(iv)(ii) of 220 kv Overhead Power Line Crossing at Km 61.790 between Charkhi Dadri – Manheru stations in Rewari – Hisar section regarding Doubling and Electrification work of Rewari – Manheru section of Bikaner Division of North Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

(i) Railway must ensure that track is not shifted further towards tower with lesser clearances.

(ii) Joint inspection of tower must be done by Railway officials and BBMB officials at every three months.

(iii) Train services between the block sections shall be suspended when wind speed exceeds designed wind speed of towers.

(iv) This infringement must be removed by 30.06.2017.

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

सं. 2017/CEDO/SD/07 **New Delhi, Dated 07.02.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11020/02/17-T.W., dated 06.01.2017.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. 221/1090,dated 13.12.2016.

रेल मंत्रालय
Ministry of Railways
Railway Board
Disclosure
Date of issue 07/02/17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

दक्षिण पश्चिम रेलवे

SOUTH WESTERN RAILWAY

प्रधान कार्यालय / Headquarters Office,
इंजिनीयरिंग शाखा /Engineering Department,
गदग रोड / Gadag Road,
हुब्बल्लि / Hubballi - 580 020.

No. SWR/W.439/RS/ BOXNHSM1 (CC+6:+2t),

Date : 03 / 02 / 2017.

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

Sub: Running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG sections of South Western Railway.

Ref: This Office even letter dated 04.01.2017.

*****

In connection to the above subject, a proposal was processed for running of 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, for obtaining Railway Board's sanction (through CRS/CCRS, in three sets).

Based on RDSO's speed certificate and Amendments, Joint Safety Certificate, Track certificate, & Bridge certificate has been prepared and signed by all concerned. The proposal is to be submitted to CRS/Bengaluru for forwarding the same to Railway Board (through CRS/CCRS).

But, by confusion, two sets of the above mentioned proposal were wrongly dispatched directly to Railway Board by the dispatch section of SWR/HQ and only one set has been correctly sent to CRS.

It is therefore requested to return the two sets of the above mentioned proposal to the bearer of this letter (Shri Sunny/Track Man) for submitting the same to CRS/Bengaluru please.

3/2/17

(P. I. Kamble)
AXEN/Br./HQ
Chief Bridge Engineer/SWR

Received
2 Sets
Sunny.R
9620113034
Sunny
07/02/2017

P-24999B

दक्षिण पश्चिम रेलवे

SOUTH WESTERN RAILWAY

Dr. R. S. DUBEY
मुख्य पुल अभियंता
CHIEF BRIDGE ENGINEER

प्रधान कार्यालय / Headquarters Office,
इंजिनीयरिंग शाखा /Engineering Department,
गदग रोड / Gadag Road,
हुब्बल्लि / Hubballi - 580 020.
T/Phone No. 25604 / RLY
Telefax No. 0836-2289803
Mobile No. 09731665202

No. SWR/W.439/RS/ BOXNHSM1 (CC+6t+2t), -5225 Date : 04 / 01 / 2017.

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

(Through CRS / CCRS)

Sub: Running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG sections of South Western Railway.

Ref: RDSO's speed certificate No.MW/SPD/BG/ BOXNHSM1/(IR)(Revised), dated 10.06.2008 and Amendment-1, dated 18.08.2009.

* * * * *

RDSO have issued final speed certificate for running of 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01, Alt-2, up to a maximum speed of 90 Kmph in empty condition and 75Kmph in loaded condition, subject to the conditions mentioned therein.

Now, it is proposed to run 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01,Alt-2, up to maximum speed as mentioned in Joint Safety Certificate No.107-BG/R-3.

The Track and Bridges are certified safe for running this rolling stock at the proposed speed on the proposed sections.

In support of the above mentioned proposal, the Joint Safety Certificate No.107-BG/R-3 is sent herewith along with Track Certificate, Bridge Certificate, Annexure-1, Annexure-A and other relevant documents.

It is requested that the sanction for running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG (Except LD-MRJ, RRB-SMET, BJP-HG) sections of South Western Railway, as per Joint Safety Certificate No.107-BG/R-3, may please be communicated at the earliest.

Encl: Joint Safety Certificate No.107-BG/R-3.
Track Certificate..
Bridge Certificate.
Annexure-A.
Annexure-1.
RDSO's speed certificate and amendments.
RDSO trial report.
CCRS Check list.

05/01/17

(Dr. R. S. Dubey)
Chief Bridge Engineer

Received
Sunny.R
9620113036
Sunny
07/02/2017

दक्षिण पश्चिम रेलवे
SOUTH WESTERN RAILWAY

Dr. R. S. DUBEY
मुख्य पुल अभियंता
CHIEF BRIDGE ENGINEER

प्रधान कार्यालय / Headquarters Office,
ईंजिनीयरिंग शाखा /Engineering Department,
गदग रोड / Gadag Road,
हुब्बल्लि / Hubballi - 580 020.
T/Phone No. 25604 / RLY
Telefax No. 0836-2289803
Mobile No. 09731665202

No. SWR/W.439/RS/ BOXNHSM1 (CC+6t+2t),

Date : 04 / 01 / 2017.

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

(Through CRS / CCRS)

Sub: Running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG sections of South Western Railway.

Ref: RDSO's speed certificate No.MW/SPD/BG/ BOXNHSM1/(IR)(Revised), dated 10.06.2008 and Amendment-1, dated 18.08.2009.

* * * * *

RDSO have issued final speed certificate for running of 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01, Alt-2, up to a maximum speed of 90 Kmph in empty condition and 75Kmph in loaded condition, subject to the conditions mentioned therein.

Now, it is proposed to run 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01,Alt-2, up to maximum speed as mentioned in Joint Safety Certificate No.107-BG/R-3.

The Track and Bridges are certified safe for running this rolling stock at the proposed speed on the proposed sections.

In support of the above mentioned proposal, the Joint Safety Certificate No.107-BG/R-3 is sent herewith along with Track Certificate, Bridge Certificate, Annexure-1, Annexure-A and other relevant documents.

It is requested that the sanction for running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG (Except LD-MRJ, RRB-SMET, BJP-HG) sections of South Western Railway, as per Joint Safety Certificate No.107-BG/R-3, may please be communicated at the earliest.

Encl: Joint Safety Certificate No.107-BG/R-3.
Track Certificate..
Bridge Certificate.
Annexure-A.
Annexure-1.
RDSO's speed certificate and amendments.
RDSO trial report.
CCRS Check list.

05/01/17
(Dr. R. S. Dubey)
Chief Bridge Engineer

Received
Sunny. R
9620113034
Sunny
07/01/2017

दक्षिण पश्चिम रेलवे

SOUTH WESTERN RAILWAY

Dr. R. S. DUBEY
मुख्य पुल अभियंता
CHIEF BRIDGE ENGINEER

प्रधान कार्यालय / Headquarters Office,
इंजिनीयरिंग शाखा /Engineering Department,
गदग रोड / Gadag Road,
हुब्बल्लि / Hubballi - 580 020.
T/Phone No. 25604 / RLY
Telefax No. 0836-2289803
Mobile No. 09731665202

No. SWR/W.439/RS/ BOXNHSM1 (CC+6t+2t),

Date : 04 / 01 / 2017.

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

(Through CRS / CCRS

Sub: Running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG sections of South Western Railway.

Ref: RDSO's speed certificate No.MW/SPD/BG/ BOXNHSM1/(IR)(Revised), dated 10.06.2008 and Amendment-1, dated 18.08.2009.

* * * * *

RDSO have issued final speed certificate for running of 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01, Alt-2, up to a maximum speed of 90 Kmph in empty condition and 75Kmph in loaded condition, subject to the conditions mentioned therein.

Now, it is proposed to run 22.32t (CC+6+2t) axle load BG Bogie open wagon type BOXNHSM1, built to RDSO drawing No.WD-05084-S-01,Alt-2, up to maximum speed as mentioned in Joint Safety Certificate No.107-BG/R-3.

The Track and Bridges are certified safe for running this rolling stock at the proposed speed on the proposed sections.

In support of the above mentioned proposal, the Joint Safety Certificate No.107-BG/R-3 is sent herewith along with Track Certificate, Bridge Certificate, Annexure-1, Annexure-A and other relevant documents.

It is requested that the sanction for running of 22.32t (CC+6+2t) axle load BG bogie open wagon type BOXNHSM1on various identified BG (Except LD-MRJ, RRB-SMET, BJP-HG) sections of South Western Railway, as per Joint Safety Certificate No.107-BG/R-3, may please be communicated at the earliest.

Encl: Joint Safety Certificate No.107-BG/R-3.
Track Certificate..
Bridge Certificate.
Annexure-A.
Annexure-1.
RDSO's speed certificate and amendments.
RDSO trial report.
CCRS Check list.

05/01/17

(Dr. R. S. Dubey)
Chief Bridge Engineer

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

सं. 2017/CEDO/SD/09 **New Delhi, Dated 06.02.2017**

The General Manager,
North Western Railway,
Jaipur.

विषय : **Condonation** for horizontal Infringement to IRSOO-Schedule-I, Chapter I, Item 11(iv)(ii), Chpater-I, Section -I of 220 kv Overhead Power Line Crossing at Km 136/6-7 between Satrod – Hisar stations in Rewari – Hisar section n of Bikaner Division of North Western Railway.

संदर्भ : N.W. Railway's letter no. EL/591/2, dated 05.12.2016

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

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

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

Copy forwarded for information & necessary action to :

1. PCE & CEGE North Western Railway, Jaipur.
2. ED/RE, Railway Board.

रेल मंत्रालय
Ministry of Railways
Railway Board
06/02/17

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

फोन/Ph.: 0522-2233087, 2233108
N.E.Rly. 31-140, N.Rly. 2
फैक्स/Fax-0522-2233095, 22
E-mail: chiefcom@rediffmai

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

N.E. Railway, DRM OFFICE CAM
16, Ashok Marg, Lucknow-226 0

संख्या–एनयू, 11020/04/2016–17–तएवि0 दिनांक: 02.02.2017

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

विषय: Condonation of Horizontal Clearance with respect to IRSOD – Para II (iv) (ii) Chapter I section 1 of 220 KV Overhead Power Line Crossing at km 136/6-7 between Satrod & Hisar stations in Rewati -Hisar section of Bikaner Division of North Western Railway .

संदर्भ: रेल संरक्षा आयुक्त, पश्चिम परिमण्डल, मुम्बई के पत्र संख्या– 221/1091 दिनांक 13.12.2016

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

1. **It must be ensured that track is not further slewed towards tower having infringement.**
2. **Quarterly inspection of tower must be done jointly by Railway and owner of the Tower.**
3. **Proposed bracing and anchoring of tower, as proposed by RVNL, shall be provided (item (vi) of justification) .**
4. **Train operation must be suspended if wind speed is more than the designed wind speed of tower .**

This has the approval of Chief Commissioner of Railway

(शेखर त्यागी)
उप रेल संरक्षा आयुक्त (तकि.)

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

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

सं. 2017/CEDO/SR/02

New Delhi, Dated 30.01.2017

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

विषय : Running of Broad Gauge Brake Van to RDSO's Drawing No. WD-15009-S-02 [Unique Transportation Code- 'BVCM, Maximum axle load 5.27t] up to a maximum speed of 100 kmph on UP & DN lines over Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/1032, dated 08.12.2016.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of Broad Gauge Brake Van to RDSO's Drawing No. WD-15009-S-02 [Unique Transportation Code- 'BVCM, Maximum axle load 5.27t] up to a maximum speed of 100 kmph or sectional speed whichever is less, on UP & DN lines over Northern Railway, subject to terms and conditions as given in Northern Railway's Joint Safety Certificate no. SLC/BG/2016, dated 16.09.2016, Track Certificate, Bridge Certificate, RDSO's Final Speed Certificate no. MW/SPD/BC/BVCM, dated 13.06.2016 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

30/1/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SR/02

New Delhi, Dated 30.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 16011/02/2016-17-TW, dated 17.01.17.
2. The General Managers, All Indian Railways (except NR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Fr.), Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure

O/C

30/1/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/06 **New Delhi, Dated 27.01.2017**

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

विषय : Condonation of existing infringement to vertical clearance as per IRSOD (Para 4, Ch.-II of IRSOD) due to raising of 19 numbers platforms up to 900mm at 07 stations in Mumbai Division suburban of Central Railway.

संदर्भ : Central Rly's letter No. W.573/T/175, dated 30.06.2014

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for existing infringement to vertical clearance as per IRSOD (Para 4, Ch.-II of IRSOD) due to raising of 19 numbers platforms up to 900mm at 07 stations in Mumbai Division suburban of Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter.

27/1/17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2017/CEDO/SD/06 **New Delhi, Dated 27.01.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/14/2016-17-T.V., dated 09.01.2017.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M. K. Road, Mumbai - 400020, w.r.t. letter no. C-13(268)/2016/587, dated 09.09.2016.

O/C

27/1/17
(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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. 2017/CEDO/SD/03

New Delhi, Dated 27.01.2017

The General Manager,
South.Western Railway,
Hubballi.

विषय : Ariyalur Yard : Condonation for Infringing gradient steeper than 1 in 260 (i.e. between 1 in 207.5 & 1 in 201.4)(Para 2, Note(d)(ii), Ch-II of IRSOD) between Ch: 269284m to Ch: 269616m (VM end) and Ch: 271026M to Ch: 271618M (TPJ end) respectively due to arrangement at Ariyalur Yard regarding Doubling between Villupuram and Dindigul section of Tiruchchirappelli Division of Southern Railway.

संदर्भ : Southern Rly's letter No. W.573/T/175, dated 30.06.2014

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for infringing gradient steeper than 1 in 260 (i.e. between 1 in 207.5 & 1 in 201.4)(Para 2, Note(d)(ii), Ch-II of IRSOD) between Ch: 269284m to Ch: 269616m (VM end) and Ch: 271026M to Ch: 271618M (TPJ end) respectively due to arrangement at Ariyalur Yard regarding Doubling between Villupuram and Dindigul section of Tiruchchirappelli Division of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

i. No train or vehicle shall be stabled on "Non – Isolated lines" without a "live engine" attached to it.
ii. Precautions for shunting/securing of vehicles at the station as per GR 5.20 & GR 5.23 shall be followed.
iii. There should not be any loose/fly shunting.
iv. For shunting in falling gradient, engine should be kept attached to the lower end of the load from the point of view of gradient.
v. Locomotive attachment/detachment or reversal must be avoided unless becomes inescapable.
vi. In case Locomotive attachment/detachment or reversal becomes inescapable, adequate precaution as laid down in G & SR shall be strictly observed.
vii. Detailed guidelines for securing of trains/vehicles in the yard should be incorporated in the SWR.
viii. Joint measurement of "Yard gradient" by Engineering and S&T branch should be done annually and records maintained.

These stipulations are to be incorporated in SWR of Ariyalur Yard station under "Special Restrictions".

27.01.17

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

सं. 2017/CEDO/SD/03

New Delhi, Dated 27.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/08/2016-17-T.V., dated 21.12.2016.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore-560009, w.r.t. letter no. Q.11017/01/2014-15/SR/1009-1010, dated 28.10.2016.

O/C

27.01.17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

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

सं. 2016/CEDO/SR/07 New Delhi, Dated 27.01.2017

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

विषय : Running of 40,000 litres/9000 gallons capacity BG Bogie Milk Van (Unique Transportation Code- 'VVN', Maximum axle load 18.725 t) up to a maximum speed of 110 kmph on all BG sections of Central Railway.

संदर्भ : Central Railway's letter no. W/68/Y-87/DR, dated 05.02.2016.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of 40,000 litres/9000 gallons capacity BG Bogie Milk Van (Unique Transportation Code- 'VVN', Maximum axle load 18.725 t) up to a maximum speed of 110 kmph or sectional speed whichever is less, on all BG sections of Central Railway, subject to terms and conditions as given in Central Railway's Joint Safety Certificate no. JSC/08/2015, Track Certificate, Bridge Certificate, RDSO's Final Speed Certificate no. MC/MT, dated 26.05.1999 & its amendmemt no.1, dated 04.01.2017 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter with Board's comments as under :

"(i) The track shall be to a 'Minimum' standard as per details mentioned in clause 3.1.1 of RDSO's final speed certificate no. MC/MT, dated 26.05.1999 and its amendment no. 1, dated 04.01.2017.

(ii) Track shall be maintained as per standards laid down in C&M-1 Vol-I Report on those sections where running of VVN at 110 kmph speed has been proposed."

27.1.17
(अनिल कुमार दूते)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

सं. 2016/CEDO/SR/07 New Delhi, Dated 27.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 21015/02/2016-17-TW/702, dated 24.10.2016.
2. The General Managers, All Indian Railways (except CR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Fr.) & EDME(Chg.), Railway Board, New Delhi.

Ministry of Railways
Railway Board
Issue with Enclosure
Signature
Date of Issue

27.1.17
(अनिल कुमार दूते)
कृते सचिव, रेलवे बोर्ड

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

सं. 2017/CEDO/SD/02

New Delhi, Dated 27.01.2017

The General Manager,
South Western Railway,
Hubballi.

विषय : Tavargantti Yard : Condonation for infringing gradient steeper than 1 in 260 (i.e. between 1 in 103 to 1 in 200)(Para 2, Note(d)(ii), Ch-II of IRSOD) between km 533.400 to 535.550 due to arrangement at Tavargantti Yard regarding Doubling between Hospete – Tinaighat section of Hubballi Division of South Western Railway.

संदर्भ : S.W. Rly's letter No. HPT-TGT Doubling, dated 29.06.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringing gradient steeper than 1 in 260 (i.e. between 1 in 103 to 1 in 200)(Para 2, Note(d)(ii), Ch-II of IRSOD) between km 533.400 to 535.550 due to arrangement at Tavargantti Yard regarding Doubling between Hospete – Tinaighat section of Hubballi Division of South Western Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

i. No train or vehicle shall be stabled on "Non – isolated lines" without a "live engine" attached to it.
ii. Precautions for shunting/securing of vehicles at the station as per GR 5.20 & GR 5.23 shall be followed.
iii. There should not be any loose/fly shunting.
iv. For shunting in falling gradient, engine should be kept attached to the lower end of the load from the point of view of gradient.
v. Locomotive attachment/detachment or reversal must be avoided unless becomes inescapable.
vi. In case Locomotive attachment/detachment or reversal becomes inescapable adequate precaution as laid down in G & SR shall be strictly observed.
vii. Detailed guidelines for securing of trains/vehicles in the yard should be incorporated in the SWR.
viii. Joint measurement of "Yard gradient" by Engineering and S&T branch should be done annually and records maintained.

27.1.17

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

सं. 2017/CEDO/SD/02

New Delhi, Dated 27.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/09/2016-17-T.V., dated 21.12.2016.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore-560009, w.r.t. letter no. Q.11017/04/2016/SWR/1002-1003, dated 28.10.2016.

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

27.1.17

(अनिल कुमार दूबे)
वरिष्ठ सचिव, रेलवे बोर्ड

27-01-17

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

No. 2016/CEDO/IRSOD/CCRS **New Delhi, Dated 27.01.2017**

The General Managers,
All Indian Railways & PUs

Sub : Condonation of infringements to various provisions of IRSOD.

It has been observed by CCRS that a large number of proposals are being received from railways for obtaining condonation of SOD in new line construction, electrification etc.

The provisions of IRSOD, which have been made with due consideration should be considered as sacrosanct. Works should be planned & executed in a manner that generally there is no violation to the provisions of IRSOD. If, however, due to technical consideration, case of condonation of. infringement to SOD is inescapable, Railways shall ensure the followings :

(i) Requirement of condonation of IRSOD, in case inevitable, should be identified at detailed estimate stage & administrative approval of competent authority should be obtained.

(ii) Maintain a separate register (similar to Bridge Register) for all cases of condonation of SOD with complete details, diagram & stipulations of sanction.

(iii) To review the SOD condonation cases obtained both on regular & temporary measures and plan for removal, in case it is feasible.

It is, therefore, desired that proper planning should be done and sanction for condonation to IRSOD provisions, which should be rare, taken in advance before starting the work at site.

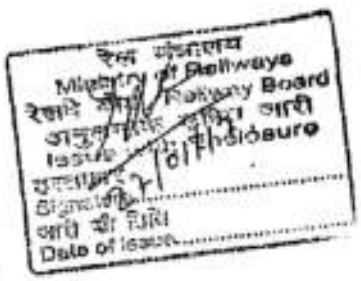
Receipt of the letter may be acknowledged.

27/01/17

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

Copy to :

- The PCEs & CAO(C)s of All Indian Railways, including PUs.
- CMDs/MDs- IRCON, RITES, RVNL, DFCCIL, CONCOR and MRVC



O/C

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

सं. 2014/Safety(A&R)/19/Misc.5 **New Delhi, Dated 19.01.2017**

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

विषय : Relaxation of rules for provision of catch siding in hilly terrain

संदर्भ : SWR's letter no. T.454/CourtCase/2016-17/WP31000/2015 dt. 11.11.16

South Western Railway's vide letter referred above, has requested to relax existing 'Requirement of catch siding and slip siding for gradient steeper than 1 in 80 and 1 in 100 respectively', in order to increase the sectional capacity of Sakleshpur - Subermaniya Road Ghat section and CLR-CLM Ghat section having ruling gradient of 1 in 50 and 1 in 37 respectively. The sectional capacity has already reached 104% and section is saturated with present mode of working. The reasons for such relaxation as mentioned by GM are as under :

(i) Use of higher HP locomotives like WDP-4 with more effective Brake power;
(ii) Fitment of AEB (Automatic Emergency Braking) arrangement with speed limit preset at 30 Kmph for running in the Ghat section;
(iii) Fully Air Brake Stock;
(iv) Certification of 100% brake power at the station ahead of Ghat section;
(v) Multiple Banker Loco in the Ghat section.

References are also being received for relaxation in ruling gradient for essential provision of catch/slip siding for hilly terrain in NFR, where ruling gradient of 1 in 50 or steeper is being adopted due to non-availability of land.

A catch siding and slip siding for sections having gradient steeper than 1 in 80 and 1 in 100 respectively are to be provided as per existing provisions in "The Railway opening for Public Carriage of Passenger Rules, 2000".

In view of above, RDSO may examine the feasibility of relaxation/modification in the gradient stipulated presently for requirement of catch siding and slip siding in the "The Rules of opening the section for Public Carriage and Passengers, 2000" and submit its detailed report along with recommendations to Board's office for further consideration.

DA: SWR's letter dated 11.11.16

19.1.17

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

Ministry of Railways
Railway Board
Enclosure
Signature
Date of Issue

DO No.T.454/Court Case/2016-17/WP 31000/2015 Date: 11th Nov 2016

Dear Shr Mittal,

Sub: Removal of existing constraints for running trains on SKLR-SBHR Ghat Section of HAS-MAQ section of MYS Division.

Ref: 1. GM/SWR D.O.No.T.240/HAS-MAQ/Vol-II dated 11.12.2013
2. CAO/CN/BNC letter No.W.GC/347/BNC/ASK-HAS-MAQ dated 14.08.2014.
3. Railway Board letters No.2001/CEDO/SD/9 dated 25.10.2004, 22.12.2004 & 01.02.2006.

.....

Sakleshpur - Subramanya Road Ghat section is of 55.260 Kms length with a ruling gradient of 1 in 50. In this section, there are 4 intermediate stations viz; Donigal, Kadagaravalli, Yedakumari and Sirivagilu, which are "B" class stations. The maximum permissible speed sanctioned by CRS for this Ghat section is 30 Kmph for all trains in both directions. Also since the approach gradient is 1 in 50 at these stations, crossing of trains are not permitted at Kadagaravalli and Yedakumari since there are no Catch sidings. These restrictions were imposed by CRS as per "Rules for opening of Railway lines for public carriage of passengers – 2000", which stipulates that Catch Sidings are necessary at all stations having an approach grade of steeper than 1 in 80".

A new crossing station at Arebetta at km 75/100 between Yedakumari and Shrivagilu Station is also constructed but yet to be commissioned since sanction of CRS is held up due to non provision of Catch Siding at this station. These restrictions, which were imposed at the time of opening the section, are causing severe bottlenecks in train operations.

A total of 9 paths are available in SKLR – SBHR Ghat Section. Presently, 2.9 Coaching trains and 6.5 Goods trains are already running. Thus, the section capacity utilization has reached 104% and section is saturated with present mode of working.

There is an increasing demand for introduction of passenger trains between Mangalore and other cities like Bangalore, Hyderabad and Eastern & Central Part of the Country and great freight traffic potential exists with port connectivity.

To enable running of more trains and to overcome the issue of restrictions in crossing of trains, Railway Board was requested vide letter under reference 2, to effect a modification in the Rules for opening of Railway Line for Public Carriage of Passengers, 2000 as below:

...2/

Note 2 of Item No.46 of the Railways (Opening for Public Carriage of Passengers) (Amendment) Rules, 2005 (copy enclosed).

Existing Stipulations	Proposed stipulation
At any station situated in the immediate neighborhood of an incline steeper that **1 in 80** falling towards the station and 1 in 100 falling away from the station, a catch siding in the former case and a slip siding in the latter case should be provided, if necessary, in a suitable position.	At any station situated in the immediate neighborhood of an incline steeper than **1 in 60** falling towards the station and 1 in 100 falling away from the station, a catch siding in the former case and a slip siding in the latter case should be provided, if necessary, in a suitable position.

The suggestion to modify the stipulation is fully justifiable with more reliable and safe modes of operation available now, compared to the year 2006, when the line was commissioned. These are:

1) Use of higher HP Locomotives like WDP-4, with more effective Brake-power.
2) Fitment of AEB (Automatic Emergency Braking arrangement with speed limit preset at 30 Kmph for run on the Ghat section.
3) Fully air-braked stock.
4) Certification of 100% brake power at Sakleshpur Station, ahead of Ghat Section.
5) Multiple Banker Loco up the Ghat Section.

It is pertinent to note that Railway Board, vide letters under reference 3 have endorsed that Catch Siding needs to be provided at DOGL only.

Railway Board is accordingly requested to consider modifying the Rules for Opening of Railway Line for Public Carriage of Passengers, 2000 to overcome these restrictions.

With regards,

Yours sincerely,

Encl: As above

(ए के गुप्ता)
(A. K. Gupta)

Shri A.K. Mittal,
Member Infrastructure,
Railway Board,
New Delhi.

Copy to:

Chairman Railway Board
Member Traffic/Railway Board

Railway Board/ CRS Condonation for infringing gradient

Sl No.	Name of stn	Condonation	Gradient detail
1	Sonarich	Condoned by Railway Board vide 63/W/OO/SD/17, dtd. 22.09.1964	(1 in 166, 1 in 229, 1 in 147.33, 1 in 260)
2	Bansjora	Condoned by Railway Board vide 75/W/OO/SD/2, dtd. 31.07.75.	(1 in 169, 1 in 151)
3	Kunata Road	To be obtained	(1 in 150, 1 in 250)
4	Arpara	Condoned by CRS EC/KKK letter No. 362/16/A, dtd. 30.10.1987	(1 in 260)
5	Sindri	To be obtained from CRS	(1 in 300 from CH: 564.02m to CH: 687.19M at PKA end)
6	Shaktinagar	To be obtained from CRS	1 in 260 for NTPC exchange Yard
7	Pradhankhunta Link	Condoned by ACRS letter No. 4237, dtd. 03.02.1965	(1 in 323, 1 in 293.30)
8	Kusunda	Condoned by ACRS/E Zone letter No. nil dtd 13.01.1966	(1 in 172.4, 1 in 360, 1 in 300, 1 in 192.7, 1 in 384.62, 1 in 255)
11	Sindri M Yard	To be obtained from CRS	1 in 260 at CH: 714.02m to CH: 1007 at Sindri end
12	Chichaki	Condonation from Railway Board obtained vide letter No. 60/W/OO/SD/60, dtd. 2509.66	(1 in 250, 1 in 237)
13	Nimaghat	Condonation from Railway Board obtained vide letter No. 68/W/OO/SD/4, dtd. 12.02.1968	1 in 180

27.02.17.

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

सं. 2016/CEDO/SR/09 New Delhi, Dated 16.01.2017

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of BG Bogie Petrol Tank Wagon [Unique Transportation Code- 'BTFLN', Maximum axle load 20.32t] up to a maximum speed of 65 kmph on all BG sections of Western Railway.

संदर्भ : Western Railway's letter no. W 636/15/60 (W3), dated 25.06.2014.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for provisional running of BG Bogie Petrol Tank Wagon [Unique Transportation Code- 'BTFLN', Maximum axle load 20.32t] up to a maximum speed of 65 kmph or sectional speed whichever is less in both, empty & loaded conditions, on all BG sections of Western Railway, subject to terms and conditions as given in Western Railway's Joint Safety Certificate no. 18 of 2014, Track Certificate, Bridge Certificate, RDSO's Provisional Speed Certificate no. MW/BTFLN, dated 27.08.2013 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

16/01/17

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

सं. 2016/CEDO/SR/09 New Delhi, Dated 16.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 16012/01/2016-17-TW/844, dated 21.11.2016.
2. The General Managers, All Indian Railways (except WR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Fr.), Railway Board, New Delhi.

16/01/17

(अनिल कुमार दूबे)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
Railway Board
अनुलग्नक जारी
Annexure
Date of issue

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

No. 2017/CEDO/SD/04 **New Delhi, dated 13.01.2017**

The General Manager ,
Southern Railway,
Chennai.

Sub : Condonation for infringing dimensions in centre to centre of tracks at Road Over Bridge No. 397 A (ROB) at Ch: 334/700-800 between Tiruchchirappalli Town and Ponmalai station in connection with Villupuram Jn. and Dindigul Jn. section of Tiruchchirappalli Division of Southern Railway.

Ref : Southern Rly's letter no. W.573/T/17/397A/Vol.II, dated 11.11.2016.

It is informed that as per Addendum & Corrigendum Slip (ACS) no. 18 , dated 16.11.2016 to Indian Railways Schedule of Dimensions (B.G.) 2004, Para 1 of Chapter I : General at page 4 of IRSOD was modified and in Note (b) it states that *"For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13(i)"*

In view of above, Railway may kindly take necessary action accordingly.

13.1.17
(अनिल कुमार दूबे)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-44803 (Rly.); 011-23383379 (MTNL); 09717647692 (CUG Mobile)]
e-mail address : edceg@rb.railnet.gov.in

Copy to : PCE, Southern Railway, Chennai for information and necessary action please.

O/C

13/01/17.

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

No. 2017/CEDO/SD/05 **New Delhi, dated 13.01.2017**

The General Manager ,
Southern Railway,
Chennai.

Sub : Condonation for infringing dimensions in centre to centre of tracks at Road Over Bridge No. 368 A (ROB) at Ch: 324/700-800 between Valadi and Srirangam station in connection with Villupuram Jn. and Dindigul Jn. section of Tiruchchirappalli Division of Southern Railway.

Ref : Southern Rly's letter no. W.573/T/17/368A/Vol.II, dated 04.10.2016.

It is informed that as per Addendum & Corrigendum Slip (ACS) no. 18 , dated 16.11.2016 to Indian Railways Schedule of Dimensions (B.G.) 2004, Para 1 of Chapter I : General at page 4 of IRSOD was modified and in Note (b) it states that *"For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13(i)"*

In view of above, Railway may kindly take necessary action accordingly.

13/01/17

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

Copy to : PCE, Southern Railway, Chennai for information and necessary action please.

O/C

13/01/17

रेल मंत्रालय
Ministry of Railways
Board
Date of Issue

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

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

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

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

संख्या–आर. 11017/05/2016–17–त0वि0 दिनांक: 10.01.2017

सेवा में,

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

विषय: Condonation of infringements to SOD in north – South Corridor of BMRCL project Phase -1 (Standard Gauge) due to provision of Turnouts on grades steeper than 1 in 40 (2.5%)

संदर्भ: रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बैंगलूर के पत्र संख्या–Q-11017/2/2016/BMRCL/777-779 दिनांक 23.09.2016

The above subjected case, received from Commissioner of Railway Safety, Southern Circle, Bangalore vide letter under reference is hereby forwarded for necessary action.

This has the approval of Chief Commissioner of Railway Safety.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

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

O/C

2017/CEPO/SR/01

Government of India
Ministry of Railways
(Railway Board)

To

Principal Chief Engineer
Western Railway

Sub: Operation of Double Stack Dwarf Containers Trains

A proposal of Reliance Industries Ltd. for running of 40 ft. dwarf containers (overall height 4870mm with a width of 2650 mm) on BLC Wagons in the electrified section of Indian Railways is under consideration of the Board . A special committee has been nominated consisting EDTT(S),EDCE(G) , EDME(Freight),EDEE (M) , EDFC and EDTC(R) to evaluate and certify the technical and operational feasibility of such Dwarf containers on electrified sections.

A draft report prepared in this connection is being sent for **technical scrutiny** at your end and offering remarks after examining the feasibility of the proposal **especially involving issue of non-availability of sufficient headroom under ROB located at Km 496/49-51 where suggestions have been given for utilization of shallow sleeper and regarding the track below ROB to generate sufficient headroom for passing the proposed rake at restricted speed of 15 Kmph.**

Remarks of the Railway after scrutinizing the technical issue may kindly be sent by 9th January 2017 positively for finalization of the proposal at Board's level.

(Anil Kumar Dubey)
Executive Director Civil Engg.(G)

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

No. 2007/CEDO/SD/O **New Delhi, dated 10.01.2017**

The General Manager ,
East Central Railway,
Hajipur.

Sub : Previous sanction letter regarding condonation for infringement of grade witin station limit of Bansjora, Sonardih and Parasnath station in Dhanbad Division of East Central Railway.

Ref : E.C.Rly's letter(fax) no. W-8/552/09/Misc./Part-II, dated 05.01.2017.

It is informed that copies of Board's letters cited under your above referred letter dated 05.01.2017 are not traceable in Board's office.

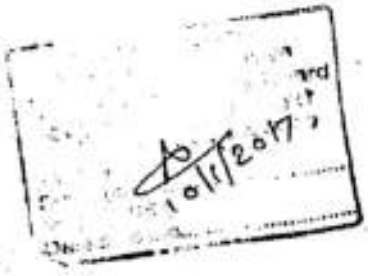
Railway may kindly take necessary action accordingly.

10/1/17

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

Copy to : PCE, East Central Railway, Hajipur for information and necessary action.

O/C



EAST CENTRAL RAILWAY

Office of the
General Manager (Engg.)
Hajipur.
Dated: 05.01.17

No. W-8/552/09/Misc./Part-II

EDCE (G)
Railway Board,
New Delhi.

Sub : Previous sanction letter regarding condonation for infringement of grade within station limit of Bansjora, Sonardih, and Parasnath stations in Dhanbad division of East Central Railway.

****

A Central Panel interlocking work (PI) has been proposed at Bansjora, Sonardih, and Parasnath stations. Condonation for infringement of grade within station limit for subjected stations were already sanctioned by railway Board and communicated vide letters referred below.

Sl.No	Name of station	Division	Railway Board sanction letter.
01.	Bansjora,	Dhanbad	No.- 75/WDO/SD/2 dated-31.07.1975 & 84/WDO/SD/5 dated 24.2.84 (fresh sanction)
02.	Sonardih,	,,	No.- 63/WDO/SD/17 dated-22.09.1964
03.	Parasnath	,,	No.- 73/WDO/SD/7 dated-22.03.1973

As the PI of subject stations is to be done, hence the condonation of Railway Board's letter is required before processing the CRS sanction.

Since, above-mentioned Railway Board letter is not traceable in this office due to shifting of zonal office from Eastern Railway headquarter at Kolkata to East-central Railway headquarter at Hajipur. It is therefore requested to kindly provide the aforesaid letter if available in your office, to the bearer of this letter.

05/1/17

(Pradeep kumar)
Dy.Chief Bridge Engineer/HQ
for General Manager

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

सं. 2016/CEDO/SD/37

New Delhi, Dated 09.01.2017

The General Manager,
West Central Railway,
Jabalpur.

विषय : **Sanchi Station** - Condonation for adoption of lesser horizontal distance from centre of track to any structure below rail level and up to formation level which is in violation of Para 11(B) & its Note (c)/ Chapter-II/ Schedule-I to IRSOD regarding spacing of track centre in Sanchi Station yard on Bina- Bhopal 3rd line project in Bhopal Division of West Central Railway.

संदर्भ : W.C. Rly's letter No. WHQ/311/Br/CRS/DWG-SMT-SCI (3rd Line)515, dated 21.11.16

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for adoption of lesser horizontal distance from centre of track to any structure below rail level and up to formation level which is in violation of Para 11(B) & its Note (c)/ Chapter-II/ Schedule-I to IRSOD regarding spacing of track centre in Sanchi Station yard on Bina- Bhopal 3rd line project in Bhopal Division of West Central Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

"i. No "Track Machine" should be used in the mentioned stretch of condoned length.

ii No slewing of Track is permitted in mentioned stretch/length."

अनिल कुमार 09/1/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2016/CEDO/SD/37

New Delhi, Dated 09.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11011/157/2016-17-T.V., dated 12.12.2016.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Mumbai-400020, w.r.t. letter no. C-13(281)/2016/793,dated 01.12.2016.

09/01/17

अनिल कुमार 09/1/17
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2016/CEDO/SD/38 **New Delhi, Dated 09.01.2017**

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation for infringing dimensions in centre to centre of tracks (Para 1(ii), Ch-I), horizontal clearance between centre line of track & abutment (Para 8(ii) a & b,Ch-I) and vertical clearance from Rail level (Para 10(c)(ii), Ch-I) at Road Over Bridge No. 392A at 333/500-600 between Tiruchchirappalli Town and Ponmalai Jn. station regarding Proposed doubling between Villupuram Jn. and Dindigul Jn. of Southern Railway.

संदर्भ : Southern Railway's letter No. W.573/T/17/392 A/Vol.II, dated 04.10.2016

With reference to the above referred application; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for infringing dimensions in centre to centre of tracks (Para 1(ii), Ch-I), horizontal clearance between centre line of track & abutment (Para 8(ii) a & b,Ch-I) and vertical clearance from Rail level (Para 10(c)(ii), Ch-I) at Road Over Bridge No. 392A at 333/500-600 between Tiruchchirappalli Town and Ponmalai Jn. station regarding Proposed doubling between Villupuram Jn. and Dindigul Jn. of Southern Railway, as shown in Form-XVII and drawings, accompanying above referred letter with Board's comments as under :

"i. *Rail level shall be frozen and marked on abutments.*

ii. *Restriction for ODC movement as per clearance study approved by EIC shall be notified in Working Time Table."*

अनिल कुमार 09/1/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2016/CEDO/SD/38 **New Delhi, Dated 09.01.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 11017/07/2016-17-T.V., dated 15.12.2016.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore-560009, w.r.t. letter no. Q.1107/07/2016-17 SR/998-999, dated 28.10.2016.

09/01/17 O/C

अनिल कुमार 09/1/17
(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2016/CEDO/SR/08

New Delhi, Dated 09.01.2017

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of BG Bogie Ammonia Tank Wagon [Unique Transportation Code-'BTALNM'(variant-B), Maximum axle load 20.03t] up to a maximum speed of 65 kmph on all BG sections of Western Railway.

संदर्भ : Western Railway's letter no. W 636/15/103 (W3), dated 12.09.2016.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for provisional running of BG Bogie Ammonia Tank Wagon (Unique Transportation Code - 'BTALNM'(variant-B), Maximum axle load 20.03t) up to a maximum speed of 65 kmph or sectional speed whichever is less in both, empty & loaded conditions, on all BG sections of Western Railway, subject to terms and conditions as given in Western Railway's Joint Safety Certificate no. JSC/21/2016, dated 01.07.2016, Track Certificate no. TC/21/2016, dated 09.05.2016, Bridge Certificate no. BC/21/2016, dated 24.05.2016, RDSO's Provisional Speed Certificate no. MW/CS/BTAL, dated 11.11.2014 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above-referred letter.

अनिल कुमार 09/1/17
(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2016/CEDO/SR/08

New Delhi, Dated 09.01.2017

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 13011/19/2016-17-TW/883, dated 18.11.2016.
2. The General Managers, All Indian Railways (except WR) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDME(Fr.), Railway Board, New Delhi.

Railway Board 09/1/17

अनिल कुमार 09/1/17
(अनिल कुमार)
एवं सचिव, रेलवे बोर्ड