(I)

Guard File

from

03.01.2013

To

05.09.2013

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

सं. 2013/CEDO/SR/07 New Delhi, Dated 05.09.2013

The General Manager,
South Central Railway,
Secunderabad.

विषय : Running of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) stock upto a maximum speed of 75 Kmph over South Central Railway.

संदर्भ : S.C.Rly's letter no. W.469/DMU/96, dated 05.03.2013.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) stock upto a maximum speed of 75 Kmph or sectional speed whichever is less over South Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate with its amendment no. 2 and South Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

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

सं. 2013/CEDO/SR/07 New Delhi, Dated 05.09.2013

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.12013/01/2013-14-.W./117, dated. 15.05.2013.
2. General Manager, All Indian Railways (except South Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-011.
5. EDME/Traction, Railway Board, New Delhi.
6. C & IS Directorate, for uploading in website.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2011/CEDO/SR/15/O/Vol-I New Delhi, September 04th 2013

The General Manager,
North Western Railway,
Jaipur.

Sub : **Opening of sections on North Western Railway.**

Ref : GM/NWR's D.O. letter no. CAO/C/JP/W-415, dated 15.07.13, addressed to CRB.

In above reference, it has been advised by NWR that section 'Sriganganagar - Hanumangarh' (66 km long), out of the total project 'Sriganganagar-Suratpura' (240.95 km long) is already completed and awaiting commissioning for want of availability of required manpower, as per Para 4.3(7) of Policy Circular No.7, in the field for asset maintenance. It has further been proposed that -*"for the part section of Sriganganagar-Hanumangarh, posts for Trackmen may be sanctioned at about 70% - 75% of MCNTM formula, so that the section can be opened immediately. The sanction of posts may be reviewed for the whole section from Sriganganagar to Suratpura before opening the complete section after two years."*

2. NWR's proposal has been considered by the Board (CRB, ME & FC). In this connection, attention is drawn to Clause 4(2) of The Railway Act 1989, which reads *"The General superintendence and control of a Zonal Railway shall vest in the General Manager".*

3. With a view to ensure safety, Railway Board have also issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets. In respect of track maintenance, the guidelines for manpower, as are currently applicable, were issued vide Board's letter no. 95/CE-I/GNS/2/Vol.II/Pt.II, dated 03/06.03.2006.

4. In view of the foregoing, the responsibility of making available with the field units, all requisite arrangements including manpower, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager. It is expected that all these aspects have been duly taken into account by North Western Railway, while sending the proposal reproduced in Para-1 above.

5. In this background, NWR's proposal for opening of section Sriganganagar-Hanumangarh, as per Para-1 above, is agreed to by the Board. Necessary papers may be submitted to the Commissioner, Railway Safety under the signatures of General Manager.

This issues with the approval of Board (ME).

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक/संलग्न पत्र की
संख्या/No. of Enclosure
हस्ताक्षर/Signature.....
जारी की तिथि
Date of Issue.....

04/09/13

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

FTS-88080

No. 2013/CEDO/CCRS/1

Sub : Meetings with CCRS at Lucknow on 11.07.13 & 06.08.13

Ref : (i) AM/CE' s note, dated 12.07.13

(ii) EDCE(G)'s note, dated 14.08.13

(iii) EDCE(G) note, dated 16.07.13

1. Vide references (i) & (ii) above, issues mentioned by CCRS during the meeting, were circulated to all Board Members and AMs.
2. Vide reference (iii) above, it was requested that response from all the AMs may please be taken and Board be apprised accordingly.
3. Since issues on various subjects are not being cleared by CRS/CCRS until the items mentioned by him are addressed by Board, the above may kindly be expedited.
4. Copy of endorsement of CRB is enclosed for ready reference.

DA: as above

EDCE(G) 30/8/13
30.08.2013

- **Adv./Safety**

30/8/13

Chairman, Railway Board
FTS No. 3.5.87
Date of Receipt 24.8.13

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

Minutes of Meeting Of Member Engineering With CCRS Held On 6th August '13 In The Office Of CCRS At Lucknow

Present :

Shri Subodh Jain,
Member Engineering, Railway Board

Shri V. Ramachandran,
Director General,
RDSO

Shri Alok Kumar,
EDCE(G), Railway Board

Shri Prashant Kumar,
Chief Commissioner of Railway Safety

Shri R. K. Kardam,
Commissioner of Railway Safety,
Northern Circle

Shri Prabhat Kumar Bajpai,
Commissioner of Railway Safety,
North Eastern Circle

1. Letter of CCRS, dated 04.07.13 to all CRSs was discussed, according to which CRSs are presently not inspecting any section for opening, for which application are submitted by various Zonal Railways.

2. CCRS mentioned that :

2.1 Central Government, as referred in various documents including 'The Railways Act 1989', is the Union Cabinet and in case issue involves two Ministries, Ministry of Railways should issue the document only with the concurrence of Ministry of Civil Aviation.

2.2 As per 'The Railways Act', powers for opening of sections are vested with CRS and not with CCRS.

2.3 Reference should be made to CCRS and also to the concerned CRSs before making any modification to documents w.r.t. General Rules (GR) & Subsidiary Rules (SR) by Railway Board or Zonal Railways.

2.4 It was desired by CCRS that before offering the section to CRS for inspection, all the deficiencies should be removed by the Zonal Railways and nothing should be concealed. Sanction from CRS should not be considered as taken for granted. ME mentioned that for finding the deficiencies, even Railway Board officers may be deputed; but CCRS was of the opinion that it should be ensured by the General Managers, because applications are from the GMs of Zonal Railways.

2.5 Modifications to Subsidiary Rules (SR) are being done wrongly, i.e. making it more liberal than GR by the Railways and the example of NCR was quoted by CCRS. It was also mentioned that NCR is not sharing all the information to CRS regarding accidents and failures in terms of Sections 113 & 120 of 'The Railway Act', which are as under :

- Section 113 – Notice of Railway Accident
- Section 120 – Enquiry into accidents not covered by Section 113

2.6 While referring to Section-113 of Railway Act w.r.t. accidents, item (31) of Section-2 was referred, wherein "Railway" has been defined and according to which, even the accidents for run-over cases, which are not investigated due to paucity of resources, need to be documented.

2.7 Further, all the accidents are not being reported by Railways to CRS and SIMS is also not getting updated. Very old Annual Report was referred by CCRS in which accidents

were duly reported, but of late Ministry of Railways have diluted the issue and accident details are not updated. Adv.(Safety) needs to coordinate.

2.8 Issue of dual detection system on suburban sections of Central & Western Railways were mentioned by CCRS. Board have to take a call on it and lay down the procedures properly. AM(Signal) to address the issue.

2.9 Meeting and commitment to CCRS should be from Board and not by ME only.

3. Chapter III of the document on 'Rules for Opening' was referred, in which duties of the General Manager are prescribed. CCRS desired that concerning Para as under should be duly complied by Zonal Railways –

Para 6 - Deviation from or infringement of Standard Codes & Manuals of Practice to be notified

Para 7 - General Manager to make special arrangement to facilitate inspection by CRS

Para 8 - Supply of information to Commissioner

Para 9 - Dismantling of any work on request by Commissioner

Para 10 - General Manager to accompany Commissioner at inspection

It was mentioned by ME that these provisions of Chapter III shall be reiterated by Railway Board to all the Zonal Railways and will also be ensured in field.

4. It was also suggested by CCRS that Railway Act and its sections should be in the curriculum of the training to officers at NAIR and proper understanding should be given to all the officers. Other Training Institutes should also be used for imparting knowledge to all the officials on the subject.

5. CCRS mentioned Railway Investigation Report of Canadian Railways and advised that it needs to be studied by Ministry of Railways and good points may be adopted on Indian Railway system - "Railway Investigation Report No. R12T0038 of Main Track Derailment via Rail Canada Inc., Passenger Train No. 92, Mile 33.23, Canadian National Oakville Sub-Division, Aldershot, Ontario, 26 February 2012".

6. It was assured by Member Engineering that the issues referred by CCRS will be duly addressed by Board. It was also requested to CCRS that, in the meantime, the process of according sanction after inspection etc. should be restored by CRSs and no sanction/ authorization should be stopped by the offices of CCRS/CRSs, so that the projects getting completed by Zonal Railways may be commissioned in time and sanctions to rolling stocks etc. are also accorded as per procedure in practice.

This is issued with the approval of Member Engineering, Railway Board.

(No. 2013/CEDO/CCRS/1, dated 14.08.2013)

(आलोक कुमार) 14/08/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Distribution :

- PSO/Sr.PPSs to CRB, ME, MT, MM, ML and Secretary for kind information of CRB, ME, MT, MM, ML and Secretary please.
- Chief Commissioner of Railway Safety, Lucknow.
- The General Managers of all Zonal Railways and DG/RDSO, Lucknow.
- AMs / Civil, Works, Traffic, Mechanical, Electrical, Signal and Telecom in Railway Board.
- Advisers / Safety, RE, Projects & Bridges in Railway Board.

No. 2013/CEDO/CCRS/1

Sub : Minutes of Meeting of Member Engineering with CCRS held on 6th August '13 in the office of CCRS at Lucknow

Ref : CRB's observations (SN-36)

1. A Meeting of Member Engineering with CCRS held on 6th August '13 in the office of CCRS at Lucknow, minutes of meeting were circulated on 14.08.2013.
2. CRB has passed the following remarks for the above minutes :

"Follow up action be taken.

(A) *What happened to recommendation of GM's Committee formed during previous GM's Conference. May like to have a look".*

3. Proceedings of previous General Managers' Conference, which was held on 3rd & 4th April 2013 are placed at SN-37.

(B) 4. Here, it is pertinent to mention that there is no mention of any "*GM's Committee" formed during* GMs Conference (SN-37).

Put up for information please.

29/8/13

ADE/Civil 29.8.13

EDCE(G) 29.8.13

AM/CE

1) Please remind Safety Dte for making comments of all Dtes on items mentioned by CCRS during and our meeting as well as that of ME. The compiled position will be put up to ME.

2) As for (A) above, (B) be brought out and note put up to CRB through ME, with request to indicate suitable directions w.r.t reference to CRB's remarks. 29.8.13

EDCE/G

FADEN Civil Please do so. 29.8.13

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

सं. 2013/CEDO/SD/09 New Delhi, Dated 29.08.2013

The General Manager,
South Eastern Railway,
Kolkata.

विषय : Tikiapara station : Condonation of existing infringing gradients at Tikiapara Station Yard of Tikiapara-Santragachi section of Kharagpur Division on South Eastern Railway - issue of Corrigendum.

संदर्भ : S.E. Railway's letter no. Works/AE/Gradient/KGP, dated 23.08.2013.

CORRIGENDUM

Please refer to Board's letter of even number dated 09.07.2013 wherein the sanction of the Ministry of Railways, Railway Board was communicated for condonation of infringing gradients (i.e. 1 in 214 and 1 in 170) to IRSOD (BG), Revised, 2004 at Tikiapara Station Yard of Tikiapara-Santragachi section of Kharagpur Division on South Eastern Railway.

The above condonation of infringing gradients may now be read as 1 in 218, 1 in 214 and 1 in 170.

29.8.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/09 New Delhi, Dated 29.09.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q. 11019/04/2012-T.W., dated 11.06.2013.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata-700001, w.r.t. letter no. 972, dated 31.10.2012 & 335, dated 31.05.2013.
3. C & IS Directorate, Railway Board, for uploading in website.

29.9.13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

FTS-86562

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

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

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

Based on deliberations in above meeting, the existing Policy Circular No.6 was modified mainly in Para nos. 2.1.2, 2.1.3, 2.2.7, 2.6, 6, 6.1(a), (b), (c), 8, 10, 11, New Para-13, Appendix-1 Para 2 & 3, Appendix-2 Para 1 & 6.

Accordingly, the modified version of Policy Circular No. 6 was processed in Railway Board by EDCE(G) on 13.05.2013 for taking consent on the draft from Adv/Safety, AM/CE, AM/ME, AM/Traffic, AM/Electrical & AM/Signal, before it is sent to CCRS for his valuable consultation. Subsequently, the Draft will be put up to Board for approval and circulation to all concerned for adoption.

Even after three months, the file is between Safety Dte. And Traffic Dte., due to which Board's approval on the document is getting delayed.

May please expedite.

EDCE(G) 27.8.13

27.08.2013

- Adv./Safety
- ED/Coaching

Copy to :

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

Receipt Number	Year	Sender's Name	Subject	Sent to	nt on
~~86562(4)~~	~~2013~~	ALOK KUMAR	Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"	ME	27/08/2013
~~86562(3)~~	~~2013~~	ALOK KUMAR	Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"	MT	27/08/2013
~~86562(2)~~	~~2013~~	ALOK KUMAR	Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"	CRB	27/08/2013
~~86562(1)~~	~~2013~~	ALOK KUMAR	Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"	ED(Chg)	27/08/2013
~~86562~~	~~2013~~	ALOK KUMAR	Proposed modified Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock (Revised-2013)"	ADV/SAFETY	27/08/2013

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

सं.2011/CEDO/SD/17/O/Pt.II

New Delhi, Dated 21.08.2013

Addressed to :
(as per list mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 1 to SSODs for Dedicated Freight Corridors of Indian Railways, 2013.**

The Ministry of Railways (Railway Board) have decided that the following Para/Item of SSODs for Dedicated Freight Corridors of Indian Railways, 2013 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 1 :

I Note (a) below Para 2.1.2 & 9.1.2 of Chapter-II & IX : Station Yards (at pages-7 & 37) : "Spacing of Tracks And Gradient In Yards".

II Para 7.2 & 14.2 of Chapter- VII & XIV : Electric Traction 2x25 KV A.C. 50 Cycle (at page-22 & 52) : "Pantograph".

Enclosure : ACS No. 1 (one page)

21-8-13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

List for Distribution :

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

Copy to :

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

O/C

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड Railway Board Received 21 AUG 2013 Signature

Addendum and Corrgendium Slip ACS) No. 1

To

SSODs for Dedicated Freight Corridors of Indian Railways, 2013

I **Note (a) below Para 2.1.2 & 9.1.2 of Chapter-II & IX : Station Yards** (at pages-7 & 37)

Spacing of Tracks And Gradient In Yards :

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

[redacted]

II **Para 7.2 & 14.2 of Chapter- VII & XIV : Electric Traction 2x25 KV A.C. 50 Cycle** (at pages -22 & 52)

Pantograph :

Maximum width of pantograph collector : [redacted]

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

Minutes of Meeting Of Member Engineering With CCRS Held On 6th August '13 In The Office Of CCRS At Lucknow

Present :

Shri Subodh Jain,
Member Engineering, Railway Board

Shri V. Ramachandran,
Director General,
RDSO

Shri Alok Kumar,
EDCE(G), Railway Board

Shri Prashant Kumar,
Chief Commissioner of Railway Safety

Shri R. K. Kardam,
Commissioner of Railway Safety,
Northern Circle

Shri Prabhat Kumar Bajpai,
Commissioner of Railway Safety,
North Eastern Circle

1. Letter of CCRS, dated 04.07.13 to all CRSs was discussed, according to which CRSs are presently not inspecting any section for opening, for which application are submitted by various Zonal Railways.

2. CCRS mentioned that :

2.1 Central Government, as referred in various documents including 'The Railways Act 1989', is the Union Cabinet and in case issue involves two Ministries, Ministry of Railways should issue the document only with the concurrence of Ministry of Civil Aviation.

2.2 As per 'The Railways Act', powers for opening of sections are vested with CRS and not with CCRS.

2.3 Reference should be made to CCRS and also to the concerned CRSs before making any modification to documents w.r.t. General Rules (GR) & Subsidiary Rules (SR) by Railway Board or Zonal Railways.

2.4 It was desired by CCRS that before offering the section to CRS for inspection, all the deficiencies should be removed by the Zonal Railways and nothing should be concealed. Sanction from CRS should not be considered as taken for granted. ME mentioned that for finding the deficiencies, even Railway Board officers may be deputed; but CCRS was of the opinion that it should be ensured by the General Managers, because applications are from the GMs of Zonal Railways.

2.5 Modifications to Subsidiary Rules (SR) are being done wrongly, i.e. making it more liberal than GR by the Railways and the example of NCR was quoted by CCRS. It was also mentioned that NCR is not sharing all the information to CRS regarding accidents and failures in terms of Sections 113 & 120 of 'The Railway Act', which are as under :

- Section 113 – Notice of Railway Accident
- Section 120 – Enquiry into accidents not covered by Section 113

2.6 While referring to Section-113 of Railway Act w.r.t. accidents, item (31) of Section-2 was referred, wherein "Railway" has been defined and according to which, even the accidents for run-over cases, which are not investigated due to paucity of resources, need to be documented.

2.7 Further, all the accidents are not being reported by Railways to CRS and SIMS is also not getting updated. Very old Annual Report was referred by CCRS in which accidents

were duly reported, but of late Ministry of Railways have diluted the issue and accident details are not updated. Adv.(Safety) needs to coordinate.

2.8 Issue of dual detection system on suburban sections of Central & Western Railways were mentioned by CCRS. Board have to take a call on it and lay down the procedures properly. AM(Signal) to address the issue.

2.9 Meeting and commitment to CCRS should be from Board and not by ME only.

3. Chapter III of the document on 'Rules for Opening' was referred, in which duties of the General Manager are prescribed. CCRS desired that concerning Para as under should be duly complied by Zonal Railways -

Para 6 - Deviation from or infringement of Standard Codes & Manuals of Practice to be notified

Para 7 - General Manager to make special arrangement to facilitate inspection by CRS

Para 8 - Supply of information to Commissioner

Para 9 - Dismantling of any work on request by Commissioner

Para 10 - General Manager to accompany Commissioner at inspection

It was mentioned by ME that these provisions of Chapter III shall be reiterated by Railway Board to all the Zonal Railways and will also be ensured in field.

4. It was also suggested by CCRS that Railway Act and its sections should be in the curriculum of the training to officers at NAIR and proper understanding should be given to all the officers. Other Training Institutes should also be used for imparting knowledge to all the officials on the subject.

5. CCRS mentioned Railway Investigation Report of Canadian Railways and advised that it needs to be studied by Ministry of Railways and good points may be adopted on Indian Railway system re "Railway Investigation Report No. R12T0038 of Main Track Derailment via Rail Canada Inc., Passenger Train No. 92, Mile 33.23, Canadian National Oakville Sub-Division, Aldershot, Ontario, 26 February 2012".

6. It was assured by Member Engineering that the issues referred by CCRS will be duly addressed by Board. It was also requested to CCRS that, in the meantime, the process of according sanction after inspection etc. should be restored by CRSs and no sanction/ authorization should be stopped by the offices of CCRS/CRSs, so that the projects getting completed by Zonal Railways may be commissioned in time and sanctions to rolling stocks etc. are also accorded as per procedure in practice.

This is issued with the approval of Member Engineering, Railway Board.

(No. 2013/CEDO/CCRS/1, dated 14.08.2013)

14/08/13

(आलोक कुमार)

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Distribution :

- PSO/Sr.PPSs to CRB, ME, MT, MM, ML and Secretary for kind information of CRB, ME, MT, MM, ML and Secretary please.
- Chief Commissioner of Railway Safety, Lucknow.
- The General Managers of all Zonal Railways and DG/RDSO, Lucknow.
- AMs / Civil, Works, Traffic, Mechanical, Electrical, Signal and Telecom in Railway Board.
- Advisers / Safety, RE, Projects & Bridges in Railway Board.

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

सं. 2013/CEDO/SD/RS/05 New Delhi, Dated 05.08.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's office letter no. CT/DDL/DMU, dated 09.07.2013.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD(BG) Revised, 2004 for BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU).

The design of above rolling stock infringes :

Clause 5 - Maximum thickness of flange of tyre, measured from wheel gauge face at 13mm from outer edge of flange by 0.9 mm (i.e. 29.4 mm instead of 28.5 mm)

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

05/8/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/RS/05 New Delhi, Dated 05.08.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. Q.11027/01/2013-T.W., dated 19.07.2013.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, New Delhi

05/8/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

रेलवे बोर्ड (RAILWAY BOARD)

OFFICE ORDER NO. 46 of 2013

As per Manual of Office Procedure, generally correspondence between two Ministries/Departments is to be made in the form of OM (Office Memorandum). It is therefore desired that whenever inter-ministerial consultations are required, the same may be made through Office Memorandum.

2. Further, all policy orders/circulars/instructions etc. being issued by different Directorates of Board's office should invariably be endorsed to Ministry of Civil Aviation. Also, all correspondence to Chief Commissioner of Railway Safety (CCRS) should be made through Ministry of Civil Aviation in the form of Office Memorandum. A copy thereof may be endorsed to Adv.(Safety) also as envisaged in Office Order No. 10 of 2005.

3. All concerned may please ensure strict compliance of these instructions.

No.2013/O&M/2/12
Dated: -18/07/2013

(K.Krishnan)
Joint Secretary/Railway Board.

All Offices and Branches in Board's Office and at Metro Bhawan, Pragati Maidan.,

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

2013 का कार्यालय आदेश सं.46

कार्यालय पद्धति नियमावली के अनुसार, सामान्यत: दो मंत्रालयों/विभागों के बीच पत्राचार का. ज्ञा. (कार्यालय ज्ञापन) के रूप में किया जाना होता है। अत: यह वांछा की जाती है कि जब कभी अन्तर-मंत्रालयीन परामर्श अपेक्षित हो तो इसे कार्यालय ज्ञापन के माध्यम से ही किया जाए।

2. इसके अलावा, बोर्ड कार्यालय के विभिन्न निदेशालयों द्वारा जारी किए जाने वाले नीति संबंधी सभी आदेश/परिपत्र/अनुदेश आदि निरपवाद रूप से नागर विमानन मंत्रालय को भेजे जाएं। साथ ही, मुख्य रेल संरक्षा आयुक्त (सीसीआरएस) के साथ किया जाने वाला सभी पत्राचार कार्यालय ज्ञापन के रूप में नागर विमानन मंत्रालय के माध्यम से किया जाए। 2005 के कार्यालय आदेश सं. 10 में उल्लेख किए गए अनुसार इसकी एक प्रति सलाहकार (संरक्षा) को भी भेजी जाए।

3. सभी संबंधितों द्वारा इन अनुदेशों का कड़ाई से अनुपालन सुनिश्चित किया जाए।

संलग्नक:1

(के. कृष्णन)
संयुक्त सचिव/रेलवे बोर्ड

सं.2013/ओ एंड एम/2/12
दिनांक: 18.07.2013

बोर्ड कार्यालय और मेट्रो भवन, प्रगति मैदान के सभी अधिकारी एवं शाखाएं।

O & M Mangal SK

Government of India
Ministry of Railways
(Railway Board)

Office Order No. 10 of 2005

As per extant instructions copies of all policy orders/circulars/instructions etc being issued by different directorates in Board's office are to be invariably endorsed to Chief Commissioner of Railway Safety, Lucknow as also to ED(Safety).

2. However, it has been observed that the copies of all the instructions/orders etc are still not being endorsed to Chief Commissioner of Railway Safety.

3. It is, therefore, once again reiterated that copies of all circulars/instructions/policy orders etc should invariably be endorsed to Chief Commissioner of Railway Safety, Lucknow as also to Adv./Safety, irrespective of the fact whether they are concerned with a particular subject or not.

4. All concerned to ensure strict compliance without fail.

(M.S. Mehra)
Joint Secretary/Railway Board.

No.2005/O&M/2/1
Dated: 7/2/05

All officers and Branches in Board's office.
Other necessary endorsements overleaf.

Copy for information to:-

CCRS/Lucknow
Adv./Safety

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

Office Order No. 45 of 2013

In supersession of the Office Order No. 30 of 2013 issued with regard to the duty list of Officers working in Safety Directorate, it has been decided that the revised duty list of Executive Directors and Directors working in the Safety Directorate would be as per the list enclosed at Annexure-I.

2. An organizational chart indicating the hierarchical/reporting relationship of officers in Safety Directorate is enclosed at Annexure-II.

3. This has the approval of the Competent Authority.

No.2013/O&M/7/2
Dated: ///07/2013

(Hans Raj Sharma)
Deputy Secretary(O&M)

All Officers and Branches in Board's Office and at Metro Bhawan, Pragati Maidan.

भारत सरकार
रेल मंत्रालय
(रेलवे बोर्ड)

2013 का कार्यालय आदेश सं. 45

संरक्षा निदेशालय में कार्यरत अधिकारियों की इयूटी लिस्ट के संबंध में जारी किए गए 2013 के कार्यालय आदेश सं. 30 का अधिक्रमण करते हुए, यह विनिश्चय किया गया है कि संरक्षा निदेशालय में कार्यरत कार्यपालक निदेशकों तथा निदेशकों की संशोधित इयूटी लिस्ट अनुलग्नक -I पर संलग्न सूची के अनुसार होगी।

2. संरक्षा निदेशालय में अधिकारियों के पदानुक्रम/रिपोर्टिंग संबंध को दर्शाने वाला संगठनात्मक चार्ट अनुलग्नक-II पर संलग्न है।

3. इसे सक्षम प्राधिकारी का अनुमादेन प्राप्त है।

हँस राज शर्मा

सं.2013/ओएंडएम/7/2
दिनांक 11/07/2013

(हंस राज शर्मा)
उप सचिव (ओएंडएम)

बोर्ड कार्यालय और मैट्रो भवन, प्रगति मैदान के सभी अधिकारी और शाखाएं।

DUTY LIST OF OFFICERS IN DIRECTORATE OF SAFETY ETC

ANNEXURE I

Distribution of Work amongst Executive Directors / Directors in Safety Directorate

1. Executive Director (Safety)-I

Section : DD/Safety (Inquiries)

1. Rules of Accident Inquires - Commission of Inquires, CRS Inquires, Departmental Inquires, etc.
2. Watching progress of finalization of accident inquires conducted by the Railways, including inquiries entrusted to the Railway Administration by Commissioner of Railway Safety and Departmental inquiries.
3. Examination of Reports of Departmental (Non-CRS) Inquiries conducted by Zonal Railways in Board reported cases and recommendations made therein.
4. Monitoring of finalization of DAR cases against staff involved in train accidents (including CRS cases).
5. Norms for award of punishments in train accidents.
6. Maintenance of statistics regarding punishment in train accidents (including CRS cases).
7. Review of adequacy of punishments in train accidents (including CRS cases).
8. Criteria for award of Safety Sheild.
9. Data compilation of Accidents for award of Safety Shield.
10. Suggestions/proposals regarding safety in train operation or enhancement of safety by way of innovations from outsiders
11. References of PMO, MPs, VIPs and other dignitaries.
12. References of Staff Federations and Unions
13. Special Railway Safety Fund (SRSF).
14. All Safety related issues pertaining to ACD, TPWS, VCD, Fog Safe Device and other such technologies.
15. Nodal officer for execution of SIMS work.
16. Condonation of infringement of Schedule of Dimensions relating to S&T.
17. Technical issues related to Signal & Telecom Engg. aspects of train operation.
18. Technical/Technology issues related to Disaster Management Centre of Railway Board.
19. Parliamentary business related to above items.
20. Appellate Authority for all RTI cases pertaining to Safety Dte.
21. Any other item as directed by Adviser/Safety.

2. Executive Director (Safety)-II

Section : DD/Safety (Rules)

1. All matters relating to General Rules and Subsidiary Rules.
2. Matters pertaining to Station Working Rules (SWRs).
3. Accident Manual related work.
4. Recommendations of Commissioners of Railway Safety relating to Rules.
5. References of Zonal Railways relating to Operating Rules.
6. Issues related to replacement of Guard's Boxes.
7. Finalisation of the draft of the new General Rules.
8. Correspondence with Chief Commissioner of Railway Safety on issues other than accident inquiries under Section 114.
9. Formulation of the Corporate Safety Plan (2014-2024) as per Budget pronouncements
10. Coordination with other Directorates of the Board in finalisation of recommendations of CRS inquiries before issue of OM.
11. Parliamentary business related to above items.
12. RTI cases relating to above items.
13. Any other item as directed by Adviser/Safety.

3. Director (Safety) I

Sections: DD/Safety-Imp. and SO/Imp.

1. Monitoring of Implementation of recommendations of High Powered Railway Accident Committees and Railway Safety Review Committee, HLSRC, etc.
2. Implementation of accepted recommendations of Commission of Railway Safety and Commissions of Inquiry on items relating to Safety (Imp.).
3. Monthly reports from Zonal Railways on Safety, including MCDO, and maintenance of relevant data (excluding accident statistics).
4. Inspection Notes of Board Members, other Safety Officers – follow up.
5. Inspections and spot checks on actual practices being followed on Railways in the observance of rules and regulations affecting safe operation of trains;
6. Inter-Railway Safety Inspections and Safety Audit – follow up.
7. Railway Board Safety Teams.
8. Safety Drives and Safety Action Plan.
9. Coordination of activities of Safety Organization on Zonal Railways, including Safety set up.
10. Enhancing and strengthening communication with field units regarding safety instructions; Activities relating to enhancement of safety in train operation.

11. Special Railway Safety Fund (SRSF).
12. Follow up action on corporate documents e.g. 'White Paper on Safety on IR', 'Corporate Safety Plan', 'Vision 2020', etc.
13. Follow-up action on decisions taken in various meetings/conferences/ committees and studies on items pertaining to Safety (Imp.)
14. Issues related to provision of Hand Signal Lamp and Tail Lamp etc.
15. Accident-Free Service Award to select safety category staff; Zonal Safety and other Awards; Policy to reward persons who help in averting train accidents.
16. Work connected with award of Safety Shield.
17. Issues regarding training of Safety Category Staff including PME, Refresher, Safety Camps etc.
18. Issues related to Psycho-testing of Safety related staff, Coordination with RDSO's Psycho-Technical Cell on safety related matters, Assessment Centres.
19. Technical issues related to Electrical Engg. aspects of train operation.
20. Parliamentary business related to above items.
21. RTI cases relating to above items.
22. Any other item as directed by Adviser/Safety.

4. Director (Safety) II

Sections: DD/Safety(Accidents)

1. Train accidents (consequential and indicative) **excluding** cases of train wrecking, trespassing and run over, persons falling out of running trains, casualties in roof-top travelling, cases of landslides, breaches, OHE breakdowns, public agitations, etc.
2. Monitoring of consequential train accidents.
3. Receipt and circulation of consequential and indicative train accident messages.
4. Compilation & updating of Accident related data and statistics.
5. Analysis of consequential train accident statistics and trends.
6. Maintenance of Monthly Statements 'A' and 'B' showing detailed statistics of train accidents on Indian Railways.
7. Preparation of briefs for visits of Ministers, Board, Parliamentary Standing Committees and other similar Committees.
8. Preparation of briefs for various meetings, such as Board's Safety Meetings, Minister's meetings with Board, PREM meetings, Consultative Committee of Members of Parliament, General Managers' Conference, COMs' conference CSOs' Conference, etc.
9. Submission of Monthly Review of train accidents to Board.
10. Para on Safety for Monthly Summary for the Cabinet.
11. Compilation and Printing of the Annual Safety Performance Booklet of Indian Railways.

12. Chapters on 'Safety' for Indian Railways 'Annual Report & Accounts' & Indian Railways 'Year Book'.
13. Establishment matters relating to staff in Safety Control.
14. Rajbhasha related work of Safety Directorate.
15. Management of Safety Control / Disaster Management Centre of Railway Board.
16. Parliamentary business related to above items, including Calling Attention Notices, Cut Motions, Suo Moto Statements and Motions on Demands of Grants, etc. relating to Train Accidents and Safety.
17. RTI cases related to above items.
18. Any other item as directed by Adviser/Safety.

5. Director (Safety) III

Section : DD/Disaster Management

1. All matters relating to Disaster Management.
2. Co-ordination with other Ministries and Departments, NDMA, NIDM, NDRF, etc. on disaster management.
3. Monitoring and coordination of implementation of NDMA guidelines.
4. Preparation and updating of Disaster Management Plan, Crisis Management Plan, Emergency Support Function Plan, etc, of Ministry of Railways.
5. Monitoring the implementation of recommendations of the High Level Committee on Disaster Management, Disaster Management Review Committee, etc.
6. Disaster Management training - Coordination with IRITM, Lucknow, etc.
7. Disaster Management / Safety related National Seminars and Conferences.
8. Analysis of SPAD Cases and their follow up including DAR.
9. Issues relating to running staff.
10. Analysis of over 10-hour-duty cases of loco pilots.
11. Issues related to asset/equipment failures.
12. Preventive action on train accidents involving fire, including pantry cars.
13. Relief and restoration equipment – ART/ARME/Cranes.
14. Issues related to display of live feed from ARTs etc. in Disaster Management Centre of Railway Board.
15. Web site management and other IT related works of Safety Directorate.
16. Technical issues related to Mechanical Engg. aspects of train operation.
17. Parliamentary business related to above items.
18. RTI cases related to above items and items pertaining to ED/Safety.
19. Any other item as directed by Adviser/Safety.

6. Director (Safety) IV

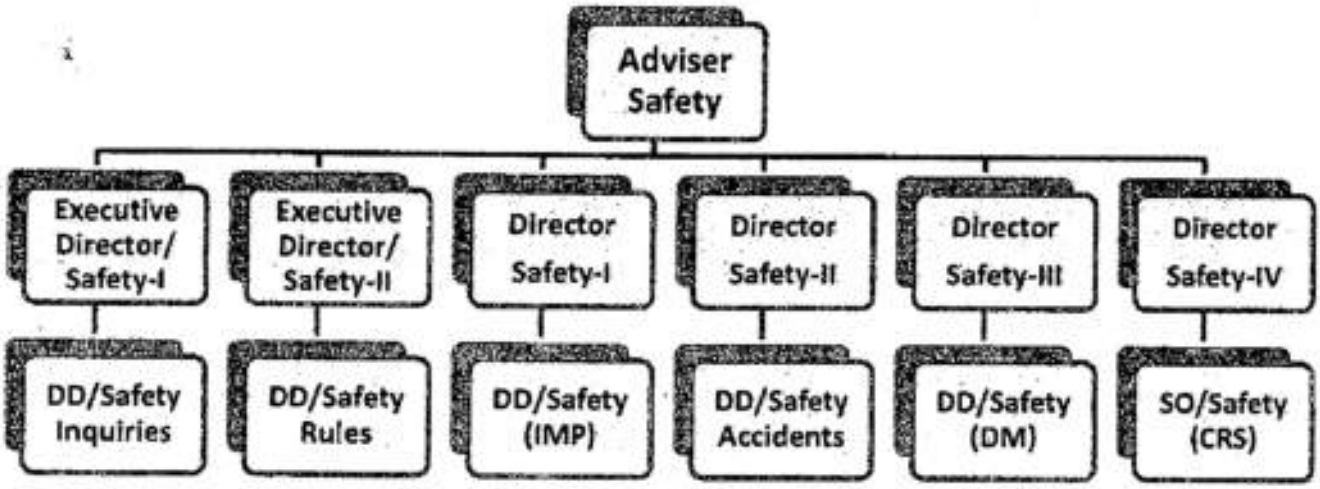
Section : SO/CRS

1. Examination of the Accident Inquiry Reports of the Commissioners of Railway Safety and Judicial Commissions on serious train accidents.
2. Examination of the recommendations made by the Commissioners of Railway Safety and Inquiry Commissions in consultation with various Directorates in Board's office.
3. Monitoring the implementation of the accepted recommendations of CRS/Inquiry Commission on the Railways.
4. Liaison with the Ministry of Civil Aviation and Commission of Railway Safety regarding train accidents inquired into by the Commission of Railway Safety and other issues related to IR.
5. Annual Report on the working of the Commission of Railway Safety.
6. Compilation of material connected with CRS inquiries for inclusion in the Annual Safety Performance Review.
7. Maintenance and updating of data-base of Accidents inquired into by CRS including recommendations, follow-up, responsibilities, DAR, etc.
8. Issues connected with Railway Safety Authority.
9. Condonation of infringement of Schedule of Dimensions.
10. Safety related issues of Level Crossings including Public Awareness Campaigns. Closure, Merger, Demanning of Level Crossings. Replacement of LC gates with ROB/RUB/LHS
11. Technical issues related to Civil Engg. aspects of train operation
12. Parliamentary business related to above items.
13. RTI cases related to above items.
14. Any other item as directed by Adviser/Safety.

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ANNEXURE II

Revised Organizational chart of Safety Directorate



FTS.No - 71205

Important & Urgent

No. 2013/CEDO/CCRS/1

Dated 12.07.2013

Notes Recorded During Meeting With CCRS In His Office At Lucknow On 11.07.13

1. Meeting was held by the undersigned & EDCE(G), with CCRS in reference to the communication of CCRS to all the CRSs vide his letter no. R.11011/01 /98/RS, dated 04.07.13, on the basis of which CRSs have either refused to inspect the projects for opening or if at all inspections are done by CRSs, sanctions have been refused on the plea that long pending issues have to be sorted out between CCRS and Ministry of Railways first and then only, the sanctions can be processed.

2. Few issues, as could be understood though discussion were as under :

(1) ACS no.7 to SOD for electrical items was circulated by Railway Board without consultation of CCRS, in which modifications were done based on provisions of ACTM. Such practices are not correct.

(2) Policy Circular no. 6 is also legally an invalid document and CRS cannot be asked to follow it. Any document to be referred should be such which has the consent of both the Ministries.

(3) There is hierarchy of documents in the sequence of Act, Rules, Codes, Manuals etc. The Rules for Opening should not have the reference of any procedural manual of various departments.

(4) Railway should apply to Railway Board and then the cases can be referred to CCRS and CRS by Board and sanction based on recommendation / observations of CRS should be given by Railway Board (Ministry of Railways).

(5) On inter-ministerial issues concurrence is a necessary requirement and communication and correspondence between two Ministries have to be through OM (Office Memorandum).

(6) There should be a structured meeting of Ministry of Railways and Ministry of Civil Aviation in which the issues need to be deliberated regarding rules, responsibilities etc.

(7) In the opinion of CCRS, Railway considers CRS organization as subordinate office to Ministry of Railways, which is not fair.

(8) Approvals and sanctions by CRS are subject to certain conditions & CRS's satisfaction and as such, may not be and should not be assumed to be in affirmative by Railways.

(9) For CCRS, documents to be relied upon for grant of sanction should be of Ministry of Civil Aviation and not of Ministry of Railways.

(10) In the mailing list of Railway Board, Ministry of Civil Aviation should be included and all communication to CCRS should be through Ministry of Civil Aviation and these should be in the form of OM (Office Memorandum) between two ministries.

(11) Requirement (Rules etc.) has to be spelt by Ministry of Civil Aviation to CCRS and not by Ministry of Railways.

(12) In the Ministry of Civil Aviation, CCRS is the highest authority w.r.t. technical matters while for legal matters, Secretary / Ministry of Civil Aviation is the final authority.

(13) Commission should be allowed to work lawfully and there should not be any problem in following rules.

(14) Railway is using many shortcuts. Pre-NI is an example of this shortcut because such terminology is not defined anywhere in the Act, Rules etc.

(15) Although no pending references are available with Board from the office of CCRS on which decisions are yet to be taken; it could also be understood from the discussion that Railway Board through its office Memorandum no. 2012/Safety(A&R)/18/1, dated 29.05.13, advised Ministry of Civil Aviation, the remarks of Ministry of Railways on the Report of Parliamentary Standing Committee on the "Functioning of Commissions of Railway Safety", in which Para 17 reads as under :

"As per statute it is not obligatory to consult the Commission before any amendment/revision/deletion/addition to General Rules and other Rules, Standards, Codes And Manuals."

CCRS was of the opinion that this is not correct and Commission has a role to play in the process of defining minimum requirement and thereafter, should be associated with, if certain changes to the same are considered necessary by Railway.

3. Issues of Eastern Railway were also deliberated in which the doubling work, which is already notified for opening on 23rd July and all activities as planned for NI working had to be stopped because even after CRS's inspection on 8th July, sanction could not be received by Eastern Railway. CCRS was of the view that till issues are not addressed by Railway Board, no inspection and sanctions may be given by any of the CRSs.

4. The matter was discussed with ME also and it was considered appropriate that since the items do not pertain to one specific department, but Indian Railways as a whole, it would be appropriate that these issues are deliberated first by the Full Board internally to decide a course of action and thereafter, a formal invitation may be sent to CCRS for detailed discussion with him by Full Board, so that issues are well deliberated and needful action may be taken at appropriate levels.

5. It is proposed that Board may discuss the issues on Tuesday, 16th July, 2013 when ME will be in office and the meeting with CCRS may be held at Railway Board in the next few days time on a mutually convenient date, which may be coordinated by Adv.(Safety), being the nodal Directorate for such interactions.

12.7.13

AM/CE
12.07.13

- CRB, ME, MM, ML, MT, MS, FC
- Secretary, Railway Board
- AMs / Traffic, Mechanical, Electrical, Signal, Telecommunication, Works
- Advisers / RE, Projects & Bridges.

  The AMs & Advisers are requested to send their comments to Adviser/Safety.
- Adviser/Safety. He is requested to please coordinate.

11/07/13

O/C-

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

....

New Delhi, dt. 25.4.94

E94/RC10/5/RB2

ORDER

In terms of Board's Order No.E93/PO12/3/RB2 dt.13.4.94, three posts of Draftsman Grade 'A', scale 1400-2300 have been upgraded to Head Draftsman, Scale 2000-3200. The revised distribution of posts of Drawing Cadre in various Drawing Branches of Board's Office will be as under:-

Head Draftsman, Scale 2000-3200 - 12 posts (9 existing plus 3 as a result of restructuring)

1. CEDO	2
2. Stat. DO	2
3. RS(Tech.)	1
4. WDO	2
5. S&T	1
6. MDO	2
7. Planning	1
8. SCB	1

Sr. Draftsman, Scale 1600-2660 - 8 posts plus 1 work charged post.

1. MDO	1
2. CEDO	1
3. Fuel	1
4. Stat. Drawing	2
5. WDO	2
6. RS(T)	1
7. MTP	1 (Work Charged Post)

Draftsman 'A', Scale 1400-2300 - 7 posts

1. S&T	1
2. MDO	1
3. WDO	1
4. Stat. DO	2
5. CEDO	1
6. RE	1

Draftsman 'B', Scale 1200-2040 - 5 posts.

1. CEDO	1
2. MDO	1
3. Electrical	1
4. Stat. DO	1
5. Planning	1

(H.L.KHUTTAN)
DEPUTY SECRETARY(ADMN.)
RAILWAY BOARD.

Copy to:

1. PAO, Cash-I, Cash-II, General, G(Accom), Stationery, Drawing Office Staff and O&M Branches of Railway Board.

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

सं. 2013/CEDO/SR/03 New Delhi, Dated 15.07.2013

The General Manager,
Eastern Railway,
Kolkata.

विषय : Running of BG LHB AC EOG "AC First cum AC-2 Tier" variant coach (LWFCWAC) fitted with FIAT bogies upto a maximum speed of 110 kmph on track maintained to C & M -1, Vol.-1 standard on various propsed sections of Eastern Railway.

संदर्भ : E.Rly's letter no. W(8)/552/5/Coach/Vol.I/12303-12304, 12381-12382 HWH-NDLS Poorva Exp./LHB/LWFCWAC, dated 14/18.03.13.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG LHB AC EOG "AC First cum AC-2 Tier" variant coach (LWFCWAC) fitted with FIAT bogies upto a maximum speed of 110 kmph or sectional speed whichever is less on track maintained to C & M -1, Vol.-1 standard on various proposed sections of Eastern Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Eastern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

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

सं. 2013/CEDO/SR/03 New Delhi, Dated 15.07.2013

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.13011/01/2013 T.W., dated. 26.03.2013.
2. General Manager, All Indian Railways (except Eastern Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.
6. C & IS Directorate, for uploading in website.

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

ok

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/09 New Delhi, Dated 09.07.2013

The General Manager,
South Eastern Railway,
Kolkata.

विषय : **Tikiapara station** : Condonation of existing infringing gradients at Tikiapara Station Yard of Tikiapara-Santragachi section of Kharagpur Division on South Eastern Railway.

संदर्भ : S.E. Railway's letter no. Works/AE/Gradient/KGP, dated 25.05.13.

With reference to the above referred application of South Eastern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradients (i.e. 1 in 214 & 1 in 170) to IRSOD (BG), Revised, 2004 at Tikiapara Station Yard of Tikiapara-Santragachi section of Kharagpur Division on South Eastern Railway, as shown in Form-XVII and drawing, accompanying above referred letter with Board's comments as under :

"Railway may processed for condonation for remaining02 locations, i.e. 1 in 341 (R) existing Middle & DN line and 1 in 376 (R) proposed UP loop (4th line) to the concerned CRS as per extent of rules mentioned in note (a) below Para 2 of Schedule-I of Chapter-II of IRSOD 1676mm Gauge (BG), Revised, 2004."

09/07/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/09 New Delhi, Dated 09.07.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q. 11019/04/2012-T.W., dated 11.06.2013.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, (12th Floor), Kolkata-700001, w.r.t. letter no. 972, dated 31.10.2012 & 335, dated 31.05.2013.
3. C & IS Directorate, Railway Board, for uploading in website.

9/7/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

0/C

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

सं. 2013/CEDO/SR/08 New Delhi, Dated 12.06.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Running of BG LHB AC EOG "AC First cum AC-2 Tier" variant coach (LWFCWAC) fitted with FIAT bogies upto a maximum speed of 105 kmph on track maintained to other than C & M -1, Vol.-1 standard on Up & Dn lines over Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/652 Pt.IV, dated 12.03.2013.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG LHB AC EOG "AC First cum AC-2 Tier" variant coach (LWFCWAC) fitted with FIAT bogies upto a maximum speed of 105 kmph or sectional speed whichever is less on track maintained to other than C & M -1, Vol.-1 standard on Up & Dn lines over Northern Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार) 12.6.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SR/08 New Delhi, Dated 12.06.2013

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.13011/01/2013-14T.W., dated. 16.05.2013.
2. General Manager, All Indian Railways (except Northern Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.
6. C & IS Directorate, for uploading in website.

(आलोक कुमार) 12/6/13
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.....

0/6

REMINDER-I

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

No. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, dated 05.06.2013

Executive Director Track-I,
RDSO, Manak Nagar,
Lucknow.

Sub : Addendum & Correction Slip (ACS) No. 14 to IRSOD for issues referred by RDSO.

Ref : RDSO's letter no. CT/SD/Rev./BG/MG, dated 17/18-01-2013.

Kindly refer to Board's letter of even no. dated 29.05.2013, wherein RDSO were requested to examine the issue of Advisor/RE's remarks on the proposal for Addendum & Corrigendum Slip to IRSOD (BG), Revised, 2004.

Please get the same examined and send the comments/recommendations of RDSO for further action in Board, at the earliest.

(Mahesh Ambwani)
Section Officer-II/CE-I,
Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नकों सहित जारी
Issue with Enclosure
हस्ताक्षर Signature 6.6.13
जारी की तिथि Date of Issue

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

सं. 2011/CEDO/SR/07(Duplicate) New Delhi, Dated 03.06.2013

The General Manager,
South Central Railway,
Secunderabad.

विषय : Running of BG Bogie covered wagon type "BCNAHSM1" having axle load of 22.82t (CC+8+2t) on BG sections of South Central Railway upto a maximum speed of 100/60 kmph in empty/loaded conditions.

संदर्भ : S.C. Railway's letter no. W/469/W/M-1/10/Vol.-I, dated 11.10.2010.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie covered wagon type "BCNAHSM1" having axle load of 22.82t (CC+8+2t) upto a maximum speed of 100/60 kmph in empty/loaded conditions or sectional speed whichever is less on BG sections of South Central Railway, subject to terms and conditions as given in RDSO's Final Speed Certificate and South Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

03/06/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सं./रेलवे बोर्ड

सं. 2011/CEDO/SR/07(Duplicate) New Delhi, Dated 03.06.2013

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.13011/09/2011-T.W./44, dated. 09/28-03-2011.
2. General Manager, All Indian Railways (except South Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Freight, Railway Board, New Delhi.
6. C & IS Directorate, for uploading in website.

रेल मंत्रालय Ministry of Railways Railway Board जारी किये जाने के अनुरूप प्रमाणित Certified to be issued with the enclosure हस्ताक्षर Signature..... जारी की तिथि Date of issue.....

03/06/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2011/CEDO/SD/IRSOD/EL/02 New Delhi, dated 29.05.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

Sub : Addendum & Correction Slip (ACS) No. 14 to IRSOD for issues referred by RDSO.

Ref : RDSO's letter no. CT/SD/Rev./BG/MG, dated 17/18-01-2013.

Please find enclosed herewith a copy Advisor/RE's remarks on the proposal for Addendum & Corrigendum Slip to IRSOD (BG), Revised, 2004 based on RDSO's recommendation vide reference above.

You may, therefore, please get the same examined and send the comments/recommendations of RDSO for further action, in Board

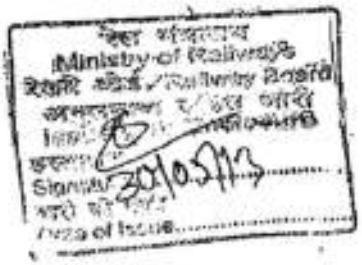
29.5.13

DA : 09 pages

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

Copy forwarded for information and necessary action to Executive Director (Track-I), RDSO, Manak Nagar, Lucknow

o/c



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

सं. 2013/CEDO/SR/07 New Delhi, Dated 21.05.2013

The General Manager,
South Central Railway,
Scunderabad.

विषय : Running of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) stock upto a maximum speed of 75 Kmph over South Central Railway.

संदर्भ : S.C.Rly's letter no. W.469/DMU/96, dated 05.03.2013.

In reference to above, South Central Railway has sought the sanction of Ministry of Railways, Railway Board for running of BG 1600 hp HHP Diesel Electrical Multiple Unit (DEMU) stock over South Central Railway.

While processing the proposal, it has been observed that in Para 2.6.2 of RDSO's Provisional Speed Certificate no. MC/RLC/D dated, 05/08-11-2012 mentioned that :

> "The maximum thickness of flange of tyre,i.e. 29.4 mm in DPC infringes as 0.9mm to clause no.5 of Chapter IV(A) of B.G. Schedule of Dimensions Revised, 2004. This infringement has already been condoned by Railway Board vide their letter no. 2008/CEDO/SR/16, dated 11.06.2008."

However, above mentioned letter (copy enclosed) was issued for condonation of Mobile Bridge Inspection Unit (MBIU) stock and which was different in nomenclature from Diesel Power Car (DPC). Therefore, DPC is treated as new rolling stock and requires fresh condonation from Board.

Railway may kindly process through RDSO, the case for condonation accordingly.

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

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

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.12013/01/2013-14-T.W./117, dated. 15.05.2013.
2. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
3. Principal Chief Engineer, South Central Railway, Secunderabad.
4. Executive Director (Track)-1, RDSO, Lucknow-226011: to process the case for condonation accordingly.

SN-2

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

No. 2008/CEDO/SR/16 **New Delhi, dated 11.06.2008**

The Director General/Track.,
RDSO, Manak Nagar,
Lucknow-226011.

Sub: Condonation of infringement to BG Schedule of Dimensions, Revised,2004 of Mobile Bridge Inspection Unit(MBIU) stock, manufactured by RCF, Kapurthala.
Ref: Your office letter No. CT/DHS/ Coaches dt. 19.02.2008

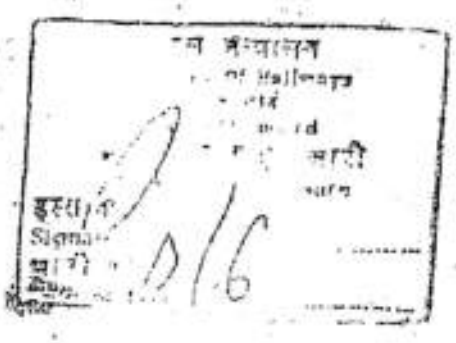
.....

With reference to your application referred above, sent through the CCRS, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of the infringements to the clause 5 of Chapter IV-A, of B.G. Schedule of Dimensions Revised,2004 as per details shown in Annexure-I and drawings enclosed with your above mentioned letter.

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

No. 2008/CEDO/SR/16 **New Delhi, dated 11.06.2008**

Copy forwarded for information to the Chief Commissioner of Railway Safety ,compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement No. क्यू.17012/02/2008- सतर्कता dated 28.02.2008.



(T.Gupta)
for Secretary, Railway Board.

FTS- 54053

No.2013/CEDO/SR/06/P.C.-6/O

Sub : Movement/Disposal of important files.

Following case has been processed by CE(G) Directorate for the perusal of Adv/Safety, AM/CE, AM/ME, AM/Electrical, AM/Signal, and AM/Traffic on 10.05.2013 and its current status is as under :

Case File No.	Subject	Current Status
2013/CEDO/SR/06/PC-6/O (FTS no. 78220)	IR's Policy Circular No.6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock" (Revised-2013)	With Dir/Safety-II's office since 13.05.2013

May kindly do the needful please.

21.5.13
ADE/Civil

- EDCE(G)

May kindly expedite.
It is urgent pl.
21.5.13
EDCE(G)

- Adv./Safety

K. Dalli
21/5/13

01

No. 2013/CE-I/CT/SLP/5

विषय : Permission for filing SLP-Arbitration of disputes/claims arising out of Agreement No. 247/S/KGP/2003-2004 dated 23.03.04 for the work Misc/P. Way/Track Work for the period from 01.10.2003 to 30.09.2004 under the jurisdiction of AEN (South)/KGP/S.E. Railway.



Central Agency Section.

Dy No. 935
23-5-2013

IMPORTANT LETTER ISSUED FROM W.C.

Government of India
Ministry of Railways
(Railway Board)

No. 63/WDO/SD/2.

New Delhi, dated: 9.3.65 March '65.

The Director General,
R. D. S. O., Alambagh,
Lucknow-5.

Sub:- Building of B.G. Coaches.

-o-o-o-

A reference is invited to this office letter of even number dated 1.10.1964, wherein Board's sanction to the building of Air conditioned, B.G. Coaches to the revised profile as shown in EDC-590 was accorded.

2. The Railway Board after further consideration have now decided that all new B.G. Coaches may be built to the revised profile shown in EDC-590.

(P. N. Mohile)
Dy. Director, Civil Engg.,
Railway Board.

A/Nil.

-o-o-o-

....2/-

FTS - 51166

2013/ER/9(2)/1

Sub: Assistance required by Railways/ PUs from Board's office.

The MCDOs from the General Managers to the CRB contain certain issues on which Assistance is required by the Railways/PUs etc. from Railway Board. These items under the heading "Assistance Required" from the MCDOs are available on the website http://10.1.10.21/er/. All Dtes. have been requested in the past to regularly update the status of items concerning them, on a fortnightly basis.

A list of pending items concerning Civil Engg. directorate is enclosed. It is requested that the officers concerned in your Dte. may kindly be directed to update the website http://10.1.10.21/er/ with latest position **positively by 20.05.2013.**

It is also requested that necessary directions may be issued to officers in your Dte. to ensure regular updation of the status on a fortnightly basis.

(Nikhil Pandey)
ED/ E&R
14.05.2013

AM/CE

15.5.13

EDCE(G) → To coord

EDTE(M)

EDCE(P) 17/5

EDCE/BG-I — 17-5-13

EDCE/BG-II — 17/05

Points relating to AM/CE

Back

If full text of action not visible then please click on the action to view its full text!

S.No.	MCDO Month	Railway	MCDO Point	MCDO Subject	Present Position	Status/ TargetDate	Dt of Updation	BD Member
1	06/2011	SR	25.2	A proposal was made to outsource 6 more activities other than 20 activities which have been permitted by Board. Board are requested vide this office letter No. W.315/94/G.MEN RATIONAL FORMULA/Vol.III (Pt) dated 20/25.10.10 to approve outsourcing of the six more activities.	File(no. 2012/CE-I/GNS/2) under consideration	-	Monday, May 13, 2013	ME
2	09/2011	NFC	19.3	Suggestions for empowerment of the Construction Organization were forwarded to Railway Board vide No. W/362/O/Con/pt.IX dated 17.05.11 & 12.08.11. This would facilitate early finalization of tenders & approval to estimates and thus expedite the progress of the on going project.	The recommendations of the Advisers' Committee for Empowerment of field organisation is under consideration of Board.	-	Monday, May 13, 2013	ME
3	11/2011	SC	20.2.2	The detailed estimate for construction of Road Under Bridge in lieu of L.C.NO.254/T at Safilguda station of Hyderabad division was submitted to Board on 20.07.2011. Board are requested to sanction the detailed estimate early.	Detailed esimate exanimed and vetted by Board Finance. Presently it is in MR's cell for kind approval of Hon'ble MR.	-	Monday, April 09, 2012	ME
4	03/2012	NF	19.5	The existing BSB (Bailey Suspension Bridges) across Barak and Makru rivers are in very weak condition. BRO during the meeting held by Chief Secretary, Govt. of Manipur on 25.01.2012, mentioned that BRO is not planning to construct alternate BSB bridges. The state Govt. is also dependent up on BRO for this work. The matter may therefore be taken up with Ministry of Home Affairs & Ministry of Defence.	-	-	-	ME
5	08/2012	NFC	19.3	Out of total 7.26 lakhs BG main line PSC sleepers requirement for targeted projects in 2012-13, PCE/NFR has signed the MOU for 2.53 lakhs main line BG PSC sleepers. Balance 4.73 lakh PSC sleepers will be required for targeted projects such as Rangiya-Murkongselek, Bogibeel projedts and Dudhnoi-Mendipathar projects. Board is requested to arrange sleepers from other Railways.	-	-	-	ME
				Board was requested, vide my latest D.O.No. WCR/HQ/GA/0100/Engg. dated 07.09.2012, for expediting				

6	09/2012	WC	25.1	approval for running of CC+8+2T loaded trains on ET-KNW,KTT-COS,STA-REWA section of WCR. This section alone can earn about Rs. 10-15 cr, this year, as per rough estimation, if it is opened for CC+8+2T early by this month end.	The proposals have been processed and are being examined by Civil Engineering Dte.(comments of AM/TT)	Finalised	Friday, November 09, 2012	ME	EDCE/Pl
7	09/2012	SEC	21.1	Permission from Railway Board was sought vide D.O. No. HQ/Engg/Br.Spl/304/ROB-RUB/12-13 dated 27.09.2012 to entrust execution of 6 ROBs out of 14 sanctioned during the Works Programme 2012-13 to IRCON International Ltd. as a Turn-key Project. Board may consider laying down the terms and conditions applicable for entrusting these works to IRCON.	-	-	-	ME	EDCE/ROBs II EDCE/ROBs-2
8	11/2012	NCR	10	Sanction of out of turn proposal for Supplementary Works Programme 2012-13 for work "Allahabad:Conversion of existing line Shah Baba Main FOB into 12m. wide FOB"- proposal sent to Railway Board vide D.O.260-W/542(Bridge Line) dated 30.11.2012 & 18.10.2012.	-	-	-	ME	EDCE/ROBs EDCE/ROBs
9	11/2012	NCR	11	Sanction of PETS for Grade Separators at important junction points on NCR to ease congestion-proposal sent to Railway Board vide D.O. No. T/PL/Survey/40/NCR dated 30.11.2012 & 18.10.2012.	-	-	-	ME	EDCE/Pl
10	11/2012	NCR	12	Sanction for Consultancy Services for feasibility study & Detailed Project Report for subway connecting all (10) Platforms at ALD-proposal sent to Railway Board in Aug. 2012-Ref.D.O.No.260-W/542/Bridge Line/L dated 05.12.2012.	-	-	-	ME	EDCE/ROBs2
11	01/2013	EC	20.4	ROBs: Sanction of following ROB estimate may be conveyed by RB early: Detailed estimate for construction of two-lane ROB in lieu of LC No. 159/A/Spl. between Jivdhara and Motihari has been sent to Board for sanction on 26.07.12.	-	-	-	ME	EDCE/ROBs2
12	03/2013	ER	20.6	Approval of Railway Board may please be communicated for construction of 5 ROBs in full on Single Entity Basis. The proposal has been submitted by PCE/Eastern Railway vide letter No. W(3)/420/I/WB/Vol-II dated 18.01.2013.	-	-	-	ME	
13	03/2013	ER	20.7	The variation statement for the above work, submitted to Railway Board vide letter no. CAO (Con)/WI/8289 dated 28.02.2013, may please be approved. The variation pertains to 19.65% increase in cost in tender accepted by Railway Board.	-	-	-	ME	

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

सं. 2013/CEDO/SD/08 New Delhi, Dated 14.05.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Condonation for retaining existing infringements to lesser Horizontal clearances to 1 no. 220 KV Double Circuit Power line crossings of BBMS to IRSOD (BG) 2004 in Jn. Cabin TKD-Palwal section at Km. 1500/26-28, in connection with Construction of 4th line of Delhi Division of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 08.032013.

With reference to the above referred application of Northern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow: sanction of the Ministry of Railways, Railway Board is hereby communicated for Condonation for retaining existing infringements to lesser Horizontal clearances to 1 no. 220 KV Double Circuit Power line crossings of BBMS to IRSOD (BG) 2004 in Jn. Cabin TKD-Palwal section at Km. 1500/26-28, in connection with Construction of 4th line of Delhi Division of Northern Railway, as shown in Form-XVII and drawing accompanying above referred letter with Board's comments as under :

a. Railway will check and issue certificate before commissioning of the project that safety of the existing towers has been re-assessed and ensured w.r.t. rigidness & well founded structure for the transmission towers and maintaining lesses horizontal clearance will not be safety hazards to train operation.

b. The towers and its foundations shall be periodically inspected by Railways

(आलोक कुमार) 14/5/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/08 New Delhi, Dated 14.05.2013

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. 11014/01/2013-14-T.W.,dated 21.4.13.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1339-1341,dated 28.3.13.
3. C & IS Directorate, Railway Board, for uploading in website.

Ministry of Railways, Railway Board
Issued with Endorsement
Date of Issue

(आलोक कुमार) 14/5/13
कते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SR/04 New Delhi, Dated 14.05.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Running of second class Non AC EOG LHB variant coaches (LS-2) fitted on FIAT bogies with modified suspension at secondary stage upto a maximum speed of 130 kmph on track maintained to C & M -1, Vol.-1 standard on Up & Dn lines over Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/1006, dated 19.02.2013.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of second class Non AC EOG LHB variant coaches (LS-2) fitted on FIAT bogies with modified suspension at secondary stage upto a maximum speed of 130 kmph on track maintained to C & M -1, Vol.-1 standard or sectional speed whichever is less over Up & Dn lines over Northern Railway, subject to terms and conditions as given in RDSO's Final Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

(आलोक कुमार) 10/05/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SR/04 New Delhi, Dated 14.05.2013

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.11020/01/2003-T.W., dated. 22.04.2013.
2. General Manager, All Indian Railways (except Northern Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.
6. C&IS Directorate, for uploading in website.

(आलोक कुमार) 10/05/13
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
14/05/13

No. 2012/CE-I/CT/SLP/6

विषय : Filing of SLP in c/with the appointment of Arbitrator by Hor
Court of Judicature at Allahabad Bench at Lucknow for 1
"Lucknow: Dismantling of existing quarters and construction of
type I, 4 units type -II, 4 units type III, 06 units type IV
construction of approach road and other miscellaneous works".

15/5/13

Central Agency Section

9/12

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

सं. 2013/CEDO/SD/07 New Delhi, Dated 13.05.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Temporary condonation for infringements due to lesser vertical and horizontal clearances under Foot Over Bridge (FOB) (SRE end) at km. 67/275 over line no. 1 & 2 at Meerut City station on SRE-MTC section of Delhi Division of Northern in connection with Railway Electrification.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt VII dated 11.03.2013

With reference to the above referred application of Northern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for Temporary condonation (upto 31.12.2013) for infringements due to lesser vertical and horizontal clearances under Foot Over Bridge (FOB) (SRE end) at km. 67/275 over line no. 1 & 2 at Meerut City station on SRE-MTC section of Delhi Division of Northern in connection with Railway Electrification, as shown in Form-XVII and drawing accompanying above referred letter with Board's comments as under :

"Railway should ensure that no passenger should travel on coaches roof top in SRE-MTC section especially on AC-3T coaches."

13-5-13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/07 New Delhi, Dated 13.05.2013

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. 11014/01/2013-14-T.W., dated 22.04.2013.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1342-1344, dated 28.03.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.

13/5/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SR/05 New Delhi, Dated 13.05.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Running of EOG Non AC Chair Car LHB variant coaches (LWSCZ) fitted on FIAT bogies upto a maximum speed of 120 kmph on track maintained to C & M -1, Vol.-1 standard on Up & Dn lines over Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/1001, dated 12.03.2013.

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of of EOG Non AC Chair Car LHB variant coaches (LWSCZ) fitted on FIAT bogies upto a maximum speed of 120 kmph on track maintained to C & M -1, Vol.-1 standard or sectional speed whichever is less over Up & Dn lines over Northern Railway, subject to terms and conditions as given in RDSO's Final Speed Certificate and Northern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

13-5-13

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

सं. 2013/CEDO/SR/05 New Delhi, Dated 13.05.2013

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.13011/12/2001-T.W., dated. 25.04.2013.
2. General Manager, All Indian Railways (except Northern Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Coaching, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
Railway Board

13/5/13

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

O/C

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

Minutes of Meeting for Revision of IR's Policy Circular No. 6 on the Subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock"
Held on 2nd May, 2013 in Railway Board

1. In terms of note of even no., dated 25.04.13, meeting of the EDs of the concerned Directorates of Railway Board and RDSO was held on 02.05.13 in Railway Board's office to discuss all the suggestions in connection with improvement to the existing Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock". The following officers were present during the meeting :

(i) Shri Rajiv Vishnoi, Sr.ED/MP, RDSO
(ii) Shri Arun Saksena, Adv./Signal, Railway Board
(iii) Shri R. K. Bhatnagar, Adv./Electrical/G, Railway Board
(iv) Shri P. Guha, ED/Coaching, Railway Board
(v) Shri Alok Kumar, EDCE(G), Railway Board
(vi) Shri S.K. Pandey, ED, Track-I, RDSO
(vii) Shri Ved Pal, EDEE/RS, Railway Board
(viii) Shri Ashesh Agarwal, EDME/Fr., Railway Board
(ix) Shri Shailendra Singh, EDME/Chg., Railway Board
(x) Shri S.K. Saxena, EDEE/M, Railway Board
(xi) Shri Jaideep, DEE(G), Railway Board
(xii) Shri R. Gopalkrishan, DTT/POL, Railway Board
(xiii) Shri Ravi Mohan Sharma, Dir./TT(Chg.)-I, Railway Board
(xiv) Shri Sandeep Jain, Dir./Safety-III, Railway Board
(xv) Shri Deependra Kumar, Dir./Carriage, RDSO

2. Policy Circular No. 6 was issued by Railway Board on 23.12.99 and sanctions for introduction of new rolling stocks at specified speed on Indian Railway system after required trials are processed based on this Circular. Subsequently, sanctions for running of trains at various speeds are also governed through provisions of P.C. No. 6.

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

4. Suggestions were invited from all the Directorates in Railway Board and DG/RDSO vide communications of even no., dated 13.09.12, 17.09.12, 20.11.12 & 10.04.13. Inputs were received from AM/Traffic, Adv./Signal, Adv./RE, EDCE(G), EDME/Coaching, DG/RDSO, GM/ECR, GM/NCR and GM/WR. Accordingly, it was considered appropriate to discuss all the suggestions in a group during meeting through presentation and it was done so, on 02.05.13; when all the concerned Advisers & EDs were present and useful deliberations were made. The salient points are as under :

(1) The issues related to introduction of new rolling stock through trials and its subsequent sanction for running on IR system, are covered in Para 3 and Para 2.4 respectively in Policy Circular no. 6.

Although no major issues were pointed out by any of the Directorates; it was general opinion that definition of new rolling stock, as existing in "Rules for The Railways Opening for Public Carriage of Passengers (Amendment), Rules, 2005" (as mentioned in its Sub-Rule 7 of Rule 28) needs to be re-worded and processed for approval. The existing provision (Sub-Rule 7 of Rule 28) is as under :

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

The modification to above will have to be processed separately for approval of the competent authority (Railway Board, M/o Law, Justice & Company Affairs and Parliament). However, till such time, these corrections are not effected, the existing provisions as per Para 11 of Policy Circular No. 6 will continue and here also, matching of contents with 'Rules for Opening' will have to be incorporated in PC-6. Subsequently, after modification to the 'Rules for Opening', the provisions of Para 11 of P.C. No. 6 will automatically get revised.

(2) The existing provisions have stipulation that new rolling stock will move on a Railway only after sanction by CRS, based on speed certificate issued by RDSO. However, first time running of new stock will be done only with prior sanction of Railway Board on the recommendation of CRS & CCRS.

(3) Subsequent issues were related to 'Sanction of Speed of Nominated Trains on Specific Routes', as contained in Para 6 of the Circular, after introduction of new rolling stock on Railway system :

(i) **Para 6.1.(a) of PC No. 6 :**

For speed upto 110 kmph, there were no issues and Zonal Railways have already been authorised to increase speed upto 110 kmph, provided RDSO's speed certificate and CRS sanction for running of that type of rolling stock exist. It was further deliberated that one para as under may be mentioned in the beginning of Para 6, so that there is no confusion regarding introduction of a new train upto speed of 105 kmph without CRS sanction :

"For speed upto 105 kmph on the BG and upto 75 kmph on the MG : Railways may introduce any train upto 24 coaches plus one inspection carriage for speed upto 105 kmph on the BG sections and upto 75 kmph on the MG sections subject to availability of RDSO's Speed Certificate & CRS sanction for that type of rolling stock, proposed to be run in the train consist."

(ii) **Para 6.1.(b) of PC No. 6 :**

As per existing provisions, Zonal Railways shall conduct 'Route Proving Runs' at proposed speed of operation for running of trains upto 24 coaches and after satisfying with the results of run w.r.t. the stipulations given in Appendix I of the Circular, Zonal Railways shall approach CRS for permitting operation of first such train on that route.

It was deliberated and clarified that for running of subsequent new train on the same section with similar rolling stocks, no CRS sanction is necessary based on 'Route Proving Runs', already conducted by Zonal Railways. Therefore, no further clarifications were needed in the Circular.

(iii) **Para 6.1.(c) of PC No. 6 :**

For introduction of train for speed above 120 kmph on BG and above 75 kmph on MG; COCR (Confirmatory Oscillograph Car Runs) has to be done for the train which is proposed to be run at a particular speed beyond 120 kmph. This trial run has to be coordinated by RDSO on nominated route of the Zonal Railway. There seems to be confusion with various stipulations and it was, therefore, decided during deliberation that clarification in the content of circular need to be incorporated w.r.t. the following :

(a) COCR shall be done on the sections where train is proposed to be run at the specified speed as mentioned in Para 10 of the Circular.

(b) There were also issues w.r.t. length of train or train with only representative rolling stock for the purpose of 'Route Proving Runs' (RPR) and 'Confirmatory Oscillograph Car Runs' (COCR). While Rolling Stock Directorates of RDSO had opined that representative rake should consist of locomotives and representative vehicles having at least one vehicle of all types of rolling stocks each of proposed train, Fixed Infrastructure Directorates of RDSO had the opinion that the complete proposed train consist should be used by Zonal Railways for these Trial Runs in which all types of coaches for the proposed train consist should be there.

(iv) It was, however, considered that since this Para 6 of PC-6 is for speed of trains of specified length (in terms of no. of coaches); therefore, trials etc. on a particular section of a Railway have to be done with the full train consist and not with only few representative rolling stocks. Therefore, COCR & RPR will be done with the full train consist of 24 coaches instead of current stipulation of 18 coach train; so that subsequently, when the train length is to be increased upto 24 coaches, no further COCR or RPR will have to be done and introduction of additional coaches will be possible without any further sanction from CRS or Railway Board.

(v) Based on the above deliberations, the following content for modified Para 6.1.(c)(iii) was proposed to be included :

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

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

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

(4) **Maximum Speed For Trials (Para 10 of PC-6) :**

The existing contents of the Circular were considered okay, except that trial speed for COCR shall also be same as the maximum permissible speed for the train.

5. Based on above deliberations, modifications to the existing Policy Circular No. 6 have been incorporated mainly in Para nos. 2.1.2, 2.1.3, 2.2.7, 2.6, 6, 6.1 (a0, (b), (c), 8, 10, 11, New Para-13, Appendix-1 Para 2 & 3, Appendix-2 Para 1 & 6.

6. Accordingly, the modified version of the Policy Circular No. 6 will be processed in Railway Board by EDCE(G). Consent on the draft will be taken from Adv./Safety, AM/CE, AM/ME, AM/Traffic, AM/Electrical & AM/Signal, before it is sent to CCRS for his valuable consultation. Subsequently, the Draft Document will be put up to Board for approval and circulation to all concerned for adoption.

(No. 92/CEDO/SR/4/O Pt.-I, New Delhi, Dated 08.05.2013)

(आलोक कुमार) 08.05.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Distribution for information and necessary action to :

- Sr.ED (Motive Power), ED/Track-1, ED/B&S-1, ED/Wagon, ED/Carriage, RDSO, Manak Nagar, Lucknow.
- Adv./Signal, Adv./Electrical/G, ED/CE(P), ED/Coaching, ED/TT(S), EDME/Coaching, EDME/Freight, ED/EEM and ED/EE(RS), Railway Board.

Copy to :

- PSO to CRB, ME, MT, ML & MM for kind information of CRB, ME, MT, ML & MM please.
- DG/RDSO, Manak Nagar, Lucknow for information please.
- Chief Commissioner of Railway Safety, Office compound of DRM/NER, Ashok Marg, Lucknow - 226001 for his kind information please
- AM/CE, AM/ME, AM/Traffic, AM/Electrical, AM/Signal & Adv./Safety, Railway Board for information please.

9/13/13

रेल मंत्रालय
Ministry of Railways
Railway Board
Sin Enclosure
Signature
O/C

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

सं. 2009/CEDO/SR/51 New Delhi, Dated 07.05.2013

The General Manager,
West Central Railway,
Jabalpur.

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

विषय : Running of Broad Gauge "BCNHL" wagon (CC+8T+2T) having maximum axle load of 22.82t over identified routes of West Central Railway.

संदर्भ : CCRS office letter no. Q.13011/42/2009-T.W, dated 26.04.2013.

With reference to W.C Railway letter no. W-HQ/311/BR/CRS/BCNHL Wagon/133, dated 24.04.2009, sanction was communicated vide Board's letter of even no., dated 27.11.2009 with the following conditions :

"Operation of the wagon is being permitted for the period upto the validity of the Provisional Speed Certificate. However the detailed Oscillation Trials should be conducted with in a period of two years.

The sanction is further subjected to the recommendations / suggestions made by CRS/Central Circle and CCRS vide their letters no. C-11(222)/2008-264, dated 18/20-05-2009 & no.क्यू.13011/42/2009-तथवि०, dated 22.10.2009 respectively."

Now vide CCRS letter under reference, Commission has dresired to know the action taken by Board on the condition mentioned in earlier sanction.

In view of above, RDSO may advise the updates on the matter in consultation with W.C. Railway.

7/5/13

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

DA : as above

सं. 2009/CEDO/SR/51 New Delhi, Dated 07.05.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. Q.13011/42/2009-T.W, dated 26.04.2013.

7.5.13

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issued on 10/5/13
Signature
जारी की तिथि
Date of Issue

O/C

SH-3

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

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

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

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

No.Q.13011/42/2009-T.W.

Date-26.04.2013

To,
The Secretary (Civil Engineering),
Ministry of Railway
Railway Board,NEW DELHI.

[Kind Attention:EDCE(G)]

Sub:Sanction for 'regular' operation of 22.9t axle load "Broad Gauge Bogie Covered Wagon Type BCNHL" to RDSO Drawing No.WD-06076-S-02 Alt.3.
Ref:Railway Board's Letter no.2009/CEDO/SR/51, New Delhi dated 27-11-2009. (SH-2)

Sanction for running of Broad Gauge Bogie Covered Wagon Type BCNHL having maximum axle load of 22.9t had been accorded subject to the recommendations/suggestions made by CRS/Central Circle and CCRS vide their letters no.C-11(222)/2008-264 dated 18/20-05-2009 & no.Q.13011/42/2009-TW dated 22-10-2009 respectively.

While forwarding the case,it had been mentioned that sanction was subject to the condition for RDSO to actively associate with concerned Zonal Railway for examining and studying various data related to safety issues in operation of this wagon stock.

Operation of the wagon was permitted for the period upto the validity of the Provisional Speed Certificate no.MW/SPD/BG/BCNHL/22.90t/PROV. ,Dated 07-10-2008 issued by RDSO.

Northern Railway has applied for regular running of BCNHL wagon on the basis of Final Speed Certificate No. MW/SPD/BG/BCNHL/22.9 t Dated 04-10-2011, issued by RDSO after conducting detailed oscillation trials in 2010.

While considering this application, CCRS has desired to know the action taken by the Railway Board on the condition mentioned in earlier sanction letter.

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

D.A.: Nil

26.04.13
(Uttam Prakash)
Dy.Commissioner of Railway Safety (Mechanical)
For Chief Commissioner of Railway Safety

Copy
The Commissioner of Railway Safety, Northern Circle, New Delhi- in reference to his letter no. 2009/Q-14(17)/NC/1345-1347, dated 28-03-2013.

Copy (N.O.O)
All other CsRS

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

SN 2

No. 2009/CEDO/SR/51 **New Delhi, dated 27.11.2009**

The General Manager/Engg,
West Central Railway ,
Jabalpur

Sub:Running of Broad Gauge "BCNHL" wagon (CC+8T+2T)having maximum axle load of 22.82t over identified routes of West Central Railway.

Ref:Your letter No.W-HQ/311/BR/CRS/BCNHL Wagon /133,dt.24.4.09

....

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for **Running of Broad Gauge "BCNHL" wagon (CC+8T+2T) having maximum axle load of 22.82t over identified routes of West Central Railway** subject to terms and conditions as given in RDSO's Provisional Speed Certificate and West Central Railway's Joint Safety Certificate, Track Certificate and other Certificates accompanying above referred letter .

The sanction is further subjected to the recommendations/ suggestions made by CRS/Central Circle and CCRS vide their letters No. C-11(222)/2008-264 dated 18/20-05-2009 & No.क्यू.13011/42/2009-तांत्रिक dt. 22.10.2009 respectively and with Board's comments as under:

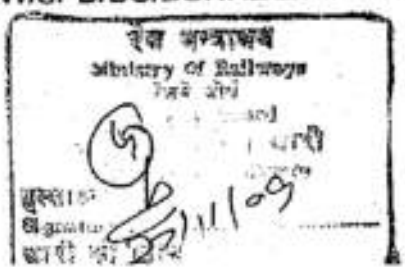
"Operation of the wagon is being permitted for the period upto the validity of the Provisional Speed Certificate. However the detailed Oscillation Trials should be conducted with in a period of two years."

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

No. 2009/CEDO/SR/51 **New Delhi, dated 27.11.2009**

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.क्यू.13011/42/2009-तांत्रिक dt. 22.10.2009
2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai – 020 w.r.t. his letter No. C-11(222)/2008-264 dt. 18/20-05-09
3. The Executive Director Standards (Motive Power), RDSO, Lucknow, w.r.t. his letter No. MW/SPD/BG/BCNHL/22.9t/PROV, dt. 07.10.2008.



(T.Gupta)
for Secretary, Railway Board.

2009/CEDO/SR/51 SNo1

चीफकॉम
CHIEFCOM
chiefcom@sancharnet.in
चीफकॉम@संचारनेट.इन

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31-264 N.E. Rly. 31-570
N. Rly. 23-290
टेली फैक्स/Tele Fax - 0522-2626608

भारत सरकार

नागर विमानन मंत्रालय

(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

अशोक मार्ग, लखनऊ–226 001
Ashok Marg, Lucknow- 226 001

दि-22-10-09

संख्या –चयू– 13011/42/2009–.तकवि0

सेवा में,

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

[ध्यानार्थ : EDCE(G)]

विषय: Running of BG bogie rail wagon type BCNHL with 22.90t axle load over identified BG routes for CC+8+2t axle load on all BG routes of West Central Railway at a maximum permissible speed of 65 Kmph in both Loaded and Empty condition

संदर्भ: रेल संरक्षा आयुक्त, मध्य परिमण्डल, मुम्बई का पत्र सं0 C-11(222)/2008-264 दिनांक 18/20.05.2009

Case related to Running of "BCNHL" Wagon having maximum axle load of 22.90 t over **identified routes** for CC+8+2t axle load routes on all BG routes of West Central Railway at a maximum permissible speed of 65 Kmph in both Loaded and Empty condition is being forwarded for necessary action. Speed of 65 Kmph in Empty and Loaded conditions is based on the Provisional Speed Certificate no.-MW/SPD/BG/ BCNHL/22.90t/PROV. dt.-07.10.08.issued by R.D.S.O., The operation of the wagon is being permitted **for the period upto the validity of the Provisional Speed Certificate (as mentioned in para 2.6.7). However the detailed Oscillation Trials should be conducted with in a period of two years.**

Further, it is subject to the condition that R.D.S.O. to actively associate the concerned Zonal Railway for examining and studying various data related to safety issues in operation of this wagon stock.

(4)

1/2

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

रक्षा आयुक्त,
मण्डल, 2री मंजिल,
टेशन उप भवन,
रोड, मुंबई - 400 020

Commissioner of Railway Safety
Central Circle, 2nd Floor,
Churchgate Stn. Bldg. Annexe
M. K. Road, Mumbai - 400 020

No. C-11(222)/2008-264

दिनांक/Dated 18.05.2009
20

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

THROUGH THE CHIEF COMMISSIONER OF RAILWAYSAFETY/LKO

Sub : Running BG bogie rail wagon type BCNHL with 22.90 t axle load over identified BG routes for CC+8+2t axle load on all BG routes of West Central Railway.

Please find enclosed herewith, West Central Railway Administration's No W-H/311/BR/CRS/BCNHLWagon/133 dated 24.04.2009 along with its enclosures to be forwarded to The Secretary (Civil Engg)/G, Railway Board, New Delhi, duly recommended for Railway Board's sanction.

(Sudhir Kumar)
Commissioner of Railway Safety,
Central Circle, Mumbai.

Encl : As above

दू./म. टे. नि. (का. O.) 22056058
il-crsc@cr.railnet.gov.in

Fax : 22056058

प. रे. W. R. 22695
म. रे. C. R. 54950

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

सं. 2007/CEDO/SR/24 New Delhi, Dated 07.05.2013

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

विषय : Running of 20.32t axle load (in fully loaded condition) BG Low platform Bogie longer Container Flat Wagon Type "BLLA/BLLB", on various BG sections of South Western Railway.

संदर्भ : CCRS office letter no. Q.15013/4/2007-T.W, dated 30.04.2013.

Please find enclosed herewith, a copy of Board's letter of even no. dated 06.07.2007, wherein Railway was already advised that :

"The maximum speed for sections having track standard lower than prescribed in RDSO's speed certificate may be proposed in consultation with RDSO".

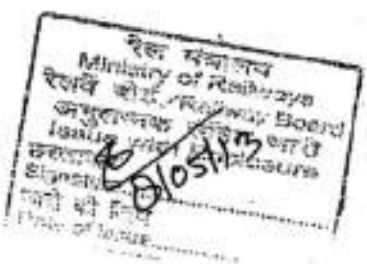
Reply from South Western Railway is still awaited.

7.5.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

DA : as above

Copy forwarded for information & necessary action to :

(i) General Manager, South Western Railway, Hubli.
(ii) Principal Chief Engineer, Keshavapur,South Western Railway, Hubli-580023



O/C

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

No. 2007/CEDO/ SR/24 New Delhi, dt 06.7.2007

General Manager (Engg)
South Western Railway,
Keshavapur, Hubli- 580 023.

Sub: Running of 20.32t axle load (in fully loaded condition) BG Low platform Bogie longer Container Flat Wagon Type '**BLLA / BLLB**' on various BG sections of South Western Railway.

Ref : (i) This office letter of even number dated 15.6.2007
(ii) Your Letter No SWR/W.438/RS/BLLA-BLLB Dt. 28.06.2007

In the clarifications submitted vide your letter referred at (ii) above, it has been stated that the proposed speed for running of **BLLA/BLLB** wagons on 90R rails has been fixed on the basis of the provisions of Cl 2.1.3 of RDSO's speed certificate, wherein the decision for fixing speed on tracks maintained to lower standards has been left with Chief Engineer.

In this connection you shall appreciate that lower standard of track structure can not be compared with lower standard of maintenance of track as mentioned in RDSO's Speed Certificate.

It is therefore requested that in terms of para 2.2.6 of Policy Circular No-6 issued vide Board's letter No-92/CEDO/SR/4/0 Pt. Dated 23.12.1999, the maximum speed for sections having track standard lower than prescribed in RDSO's speed certificate may be proposed in consultation with RDSO.

(T. Gupta)
Executive Director, Civil Engg. (G)

No.2007/CEDO/SR/24 New Delhi, dated 06.7.2007

Copy forwarded for information to:

CCRS, Compound of DRM/NER, Ashok Marg, Lucknow –226001 w.r.t. his endorsement No. Q.15013 /04 /2007- तकनिक Dt 11.5.2007.

(T. Gupta)
Executive Director, Civil Engg. (G)



011/23383379 (3)

Copy of letter No.62/WDO/ORI/34 dated 11th October, 1962 from the Ministry of Railways (Railway Board), New Delhi.

The General Managers,
All Indian Railways.

The General Manager,
D.B.K. Project, Waltair.

165/4A

Sub: Opening of a double line for goods traffic.

Ref: This office D.O. Letter No.62/WDO/ORI/34 dated 28th April, 1962, addressed to Chief Engineers(C).

.....

The Railway Board consider that the construction of the double line by the side of the existing line should be considered analogous to open line work affecting the safety of the existing line since the spacing of the tracks by the side of the existing line and also junction arrangements at the existing stations involve the safety of the existing traffic. Even if such line is to be opened to goods traffic, it is considered necessary to obtain the sanction of the Additional Commissioner of Railway Safety for the opening of the double line. His inspection prior to opening of the traffic is, however, not essential. This procedure would also facilitate opening of the same line for passenger traffic in future since all the information required by him would have been supplied in the initial stages for opening to goods traffic.

The Board desire that this procedure should be adopted on all the Railways.

Sd/-
(V. Venkatramayya)
Director, Civil Engineering,
Railway Board.

Gen

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

सं. 2013/CEDO/SD/IRSOD/O/1 New Delhi, Dated 03.05.2013

Addressed to :
(As per List mentioned below)

विषय : **Addendum & Corrigendum Slip (ACS) No. 12** to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that Note (a) below Para-2 of Chapter-II : Station Yards at Page-10 in Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 12.

Enclosure : ACS No. 12

03.05.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलव बोर्ड

List for Distribution :

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

Copy to :

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

Ministry of Railways (Railway Board)
Issued with Enclosure
Signature
Date of Issue

Addendum & Corrigendum Slip to (ACS) No. 12
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

Amendment To Note (a) Below Para-2
Chapter-II : Station Yards at Page-10
In Schedule-I of IRSOD, Revised 2004

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

(i)	For existing works	:	1 in 400	
(ii)	For new works	:	1 in 1200	(should be the desirable/ recommended gradient)

Note : (a) No station yard shall be constructed nor shall any siding join a passenger line on a grade steeper than 1 in 260, except where it is unavoidable and then also only with the previous sanction of Railway Board, obtained through Commissioner of Railway Safety when a slip siding or other arrangement is made, sufficient to prevent accident.

The powers of condonation for gradient steeper than 1 in 1200 in case of new works shall be as under :

(i) Steeper Than 1 in 1200 and upto 1 in 400	Personal approval of General Manager through COM of the Zonal Railway, after making efforts for providing grade as flatter as possible
(ii) Steeper Than 1 in 400 and upto 1 in 260	Commissioner of Railway Safety
(iii) Steeper Than 1 in 260	Railway Board through Chief Commissioner of Railway Safety

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

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

The Director General,
RDSO, Manak Nagar,
Lucknow

The General Managers,
All Indian Railways.

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

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

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

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

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

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

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

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

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

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

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

01/11/12
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

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

C- EDME/Fr
2/5

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

No.2007/CEDO/SD/IRSOD/O

New Delhi, Dated 29.04.2013

The General Manager,
Western Railway,
Mumbai.

The General Manager,
Central Railway,
CST Mumbai.

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : Matters related to the height of passenger platforms in Mumbai sub-urban stations.

Ref : Railway Board's letter of even no., dated 04.04.2013.

Kindly refer to Board's letter under reference above, wherein meeting with Central Railway, Western Railway and RDSO was to be held on 18th April '13 on the issues of raising of height of passenger platforms for Mumbai Suburban stations.

Due to non-availability of Western Railway and RDSO officials, the meeting could not be held & only CR's CE(Planning) attended the meeting on 18.04.2013.

The meeting will now be held on **6th May 2013 at 1130 hrs.** in **Room No. 127**, Rail Bhawan. The concerned Pr.Chief Engineers & Executive Directors may kindly be advised to attend the meeting accordingly with complete details.

29.4.13

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

Copy for information & necessary action to :
1. PCE, Western Railway & Central Railway, Mumbai
2. ED/Track-I, ED/Wagon & ED/Carriage, RDSO, Lucknow.

Copy to :
PSO to CRB, ME, ML & MM for kind information of CRB, ME, ML & MM please.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
जारी किए गए
Issued with Enclosure
हस्ताक्षर
Signature.....
को दिनांक
Date of Issue

FTS - 43496
23/4/13

NORTHERN RAILWAY

Headquarters Office,
Baroda House,
New Delhi.

No. 519-W/820 Pt.IV

Dated .04.2013

Executive Director Civil Engg./G,
Ministry of Railways,
Railway Board,
Rail Bhawan,
New Delhi.

Sub: - Running of **22.32t (CC+6t+2t) axle load** Broad Gauge Covered Wagon **type BCNHSM-1** on UP & DN lines of Northern Railway.

Ref: -(i) RDSO's Final Speed Certificate No. MW/SPD/BG/BCNHSM-1/22.32t dated 24.09.2010.
(ii) CCRS/LKO office letter No. Q.13011/02/2012-T.W. dated 14.05.2012.
(iii) CRS/NC office letter No. 2009/Q-14(17)/NC/14 dated 09.04.20139Copy enclosed).

CRS vide his letter at (iii) above has desired that copy of all enclosures to letter No. 2012/CEDO/SR/03 dated 15.05.2012 be sent to his office.

May please provide copy of same for onward submission to CRS.

DA/As above

(Vishwesh Chaubey)
Chief Track Engineer,
For General Manager N.Rly.

Details ?

FSC/TK-I
25/4/13

23.4.13

Please provide details

letter enclosed

#0688 P.001

SNO – 30

दूरभाष/फैक्स : 011-26866589 (DOT)
Telephone : 030-54752 / 54753 (Rly)
e-mail : crs_ncircle@yahoo.com

सत्यमेव जयते

RECEIVED 16/04/13

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

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

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

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

संख्या 2009/क्यू–14 (17)/उ.परि/61

दिनांक :09.04.2013

महाप्रबन्धक
उत्तर रेलवे, बड़ौदा हाऊस,
नई दिल्ली–110001.

विषय: उत्तर रेलवे के अप एवं डाउन लाईनों पर बीजी कवर्ड वैगन टाईप बीसीएनएचएसएम–1 धुरा भार 22.32 टन (सीसी+6टी+2टी) को चलाने के संबंध में ।

सदर्भ: आपका आवेदन पत्र पत्र संख्या.519–डब्ल्यू/820 पीटी–IV दिनांक: 19.03.2013. – SNO-29

"रेलवे बोर्ड के पत्र संख्या.2012/सिई(डीओ/एसआर/03 दिनांक.15.05.2012 में सदर्भित सभी पत्रों की उनके सलग्नों के साथ, की प्रति भेजें।"

(राज कुमार कर्दम)
रेल संरक्षा आयुक्त

Pr. CE	
Secy.:Pr. CE	
All HOD's	CTE
CBE	CE/P&D
CE/MRTS	CE/G
CE/TMC	CE/TSP
CE/HQ	CE/WORKS
Dy. CE/TD	OS/
Ch. OS/Co-ord.	

16/4/13

18.4.13

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

No. 2012/CEDO/SR/03

New Delhi, Dated 15.05.2012

The General Manager,
North Central Railway,
Allahabad.

Sub : Running of "Broad Gauge Bogie Covered Wagon type BCNHSM1 (CC+8T+2T)" having maximum axle load of 22.82t over approved CC+8+2T routes of North Central Railway at a maximum permissible speed of 90 kmph in empty condition and 75 kmph in loaded condition..

Ref : Your office letter no. 355-W/CRS/BCNHSM1 (CC+8T+2T)/NCR/Bridge, dated 03.01.2012 .

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of "Broad Gauge Bogie Covered Wagon type BCNHSM1 (CC+8T+2T)" having maximum axle load of 22.82t at a maximum permissible speed of 90 kmph in empty condition and 75 kmph in loaded condition or at sectional speed whichever is less over approved CC+8+2T routes of North Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and North Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

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

No. 2012/CEDO/SR/03

New Delhi, Dated 15.05.2012

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. यू. 13011/02/2012-टी.डब्लू./106. dated 21.02.12
(ii) General Manager, All Indian Railways .
(iii) Commissioner of Railway Safety, All circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Freight, Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

No.2011/CEDO/SR/16/O

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

The report, as finalised by EDs' Committee, nominated by Board (MT, MM & ME) for addressing the issues related to container operation on Indian Railways was sent to Board for approval on 03.12.2012.

Even after $3\frac{1}{2}$ months, the file (shown on FTS no. 11346; is with EDTT/S since 31.12.2012) is not returned back, due to which Board's approval on the document is getting delayed.

Please expedite and return the file.

16.4.13
ADE/Civil
16.04.2013

- EDCE(G) 16.4.13
- EDTT/S (fts-41306)

16/04

Copy to AM/T for information please. (fts- 41306(1))

16/4

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Sender's

Name : * alok kumar | Subject *

Address:* edcag | Report of EDs' Committee for Container Operation on Indian Railways

City : new delhi Pin :

Letter/File

Reference No.: 2011/CEDO/SR/16/O | Remark : MOST URGENT

Dated : 16/04/2013 | Attachment :

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Sec.Recvd.Date: 16/04/2013

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To : * | 41306 : ED TT/S | [illegible] AM(TRAFFIC)

MR/MSR/ Board : MEMBER ENGINEEF | Directorates : CIVIL ENGINEERIN

Officer : | Section/ Office :

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Office of AddlMember(TT)	[redacted]	[redacted]		Current		
Office of Member Traffic	27/12/2012 14:51:28	Office of AddlMember(TT)	27/12/2012 16:40:28	Current		On slip dated 26.12.12
Office of Member Mechanical	09/12/2012 10:37:52	Office of Member Traffic	10/12/2012 13:03:23	Current		
Office of AM/CE	03/12/2012 15:49:54	Office of Member Mechanical	09/12/2012 10:37:18	Current		
CEDO	[redacted] 10:22:25	Office of AM/CE	03/12/2012 15:49:17	Current		
CEDO	03/12/2012 10:21:56	CEDO	03/12/2012 10:21:56	Current		file pulled forcibly
Office of EDCE (G)	22/11/2012 11:00:55	Office of EDME/Pr		Current		file pulled forcibly
Office of EDCE (G)	22/11/2012 10:57:04	Office of EDCE (G)	22/11/2012 10:57:04	Current		file pulled forcibly
Office of EDCE (G)	22/11/2012 10:53:43	Office of ED ME(Tr)		Current		Pl. Dte note dt. 02.11.12 attached
CEDO	06/11/2012 13:32:35	Office of EDCE (G)	22/11/2012 10:46:31	Current		Pl. Dte note dt. 02.11.12 attached
CEDO	06/11/2012 13:31:34	CEDO	06/11/2012 13:31:34	Current		file pulled forcibly
CEDO	13/08/2012 09:40:09	Office of EDCE (G)		Current		For Committee meeting on 13.08.12
CEDO	13/08/2012 09:21:05	CEDO	13/08/2012 09:21:05	Current		file pulled forcibly
CEDO	09/08/2012 14:46:28	Office of EDCE (G)		Current		
CEDO	04/06/2012 15:15:55	CEDO	04/06/2012 15:15:55	Current		file pulled forcibly
CEDO	04/06/2012 12:48:56	Office of EDCE (G)		Current		Note for sig. for 13.06.12 meeting/visit to Mumbai
CEDO	04/06/2012 12:48:13	CEDO	04/06/2012 12:48:13	Current		file pulled forcibly
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SN/31

No.2011/CEDO/SD/16/O

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

Ref : AM/Planning's reference no. 2012/PL/24/RS/1, dated 05/11/2.

In above reference, a copy of the report, as finalised by the EDs' Committee, nominated by Board (MT, MM & ME) for addressing the issues related to container operation on Indian Railways, is enclosed herewith for information and necessary action please.

Enclosure / As above

27.11.12

EDCE(G)
27/11/12

AM/Planning

3/12/12

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

सं. 92/CEDO/SR/4/0/Pt.I

New Delhi, Dated 10.04.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Revision of Indian Railways Policy Circular No. 6

संदर्भ : Board's letter of even no. dated 17.09.2012 & 20.11.2012

With reference to above, RDSO was requested to examine the issues related to Policy Circular No. 6 on the subject of "Procedure for Certification of Maximum Permissible Speed for Rolling Stock", so that modification to it may be issued by Board after further delibration in Board.

Due to non-receipt of RDSO's comments & suggestions for improvement to existing Policy Circular No.6, the exercise is getting delayed. CRB has also shown his concern on delay in the matter.

You are requested to kindly expedite and send RDSO's feedback latest by 20.04.2013.

10.4.13

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

Copy to PSO to CRB for kind informantion of CRB please.

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

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

सं. 2011/CEDO/SD/17/O/Pt.II New Delhi, Dated 12.04.2013

The Managing Director,
DFCCIL, Pragati Maidan,
New Delhi.

विषय : Clarification regarding SSOD for Dedicated Freight Corridors.

संदर्भ : (i) Railway Board's letter no. 2011/CEDO/SD/17/O, dated 21.01.2013
(ii) DFCCIL's letters no. HQ/EL/SOD/Pt.II, dated 22.02.13 & 25.02.13.

Vide reference (ii) above, clarifications were asked by DFCCIL regarding SSOD for Dedicated Freight Corridors. The issues were examined in detail and also discussed with DFCCIL officials in Board's office on 03.04.2013. The issues are clarified as under :

(1) Minimum gradient of 1 in 600 in station yards has been decided and approved by Railway Board; therefore, necessary action needs to be taken accordingly. However, desirable/recommended gradient of 1 in 1200 for DFC is same as that prescribed in IRSOD 2004.

(2) Doubt of DFCCIL was clarified that mentioning of minimum angle of crossing as 1 in 16 will always facilitate laying of 1 in 12 and 1 in 8½ turnouts. So there are no issues and similar provisions exist in IRSOD 2004 as well.

(3) The minimum distance of centre to centre of track, as mentioned in Clause 1.9 & 8.9 are for specific locations of tunnels and bridges where it is very specifically prescribed as 6250 mm and it needs to be adhered to.

As far as Clause 1.1 & 8.1 are concerned, these are minimum distances prescribed for all of the locations where flexibility has been given in the form of Note (c) below Clause 1.1 & 8.1

(4) Maximum width of pantograph, as prescribed in SSOD for DFC is 2030 mm and it automatically caters to 1800mm wide pantographs used on AC locomotives. Therefore, more flexibility is available in SSOD of DFC.

However, it was mentioned by Director (Infra)/DFCCIL that the issue will further be examined & deliberated with RDSO and it will be referred with further suggestions, if any.

As far as matter mentioned in DFC's letter, dated 25.02.13, is concerned; for the unavoidable specific situations, condonation of Board may be processed by DFCCIL alongwith required safety measures in the form of speed restrictions etc., if any, as suggested to Director (PP)/DFCCIL during meeting.

In view of above, there are no changes required to be incorporated in the already approved document of Railway Board for SSOD of DFCs and execution of the project may be done accordingly.

(आलोक कुमार) 12.4.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

O/C

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

सं. 2013/CEDO/SD/05 New Delhi, Dated 10.04.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Condonation for retaining existing infringements to lesser vertical and horizontal clearances to (Five nos.) 01 no. 66 KV, 01 no. 132KV and 03 nos. 220KV overhead power line crossings to IRSOD (BG) 2004 in Jallandhar Cantt-Suchipind section in connection with Doubling Work of Firozpur Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 23.01.2013.

With reference to the above referred application of Northern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation to infringement for retaining existing infringements to lesser vertical and horizontal clearances to (Five nos.) 01 no. 66 KV, 01 no. 132KV and 03 nos. 220KV overhead power line crossings to IRSOD (BG) 2004 in Jallandhar Cantt-Suchipind section in connection with Doubling Work of Firozpur Division on Northern Railway, as shown in Form-XVII and drawing accompanying above referred letter with Board's comments as under :

"Railway will check and issue certificate before commissioning of the project that safety of the existing towers has been re-assessed and ensured w.r.t. rigidness & well founded structure for the transmission towers and maintaining lesses horizontal clearance will not be safety hazards to train operation."

(आलोक कुमार) 10.4.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/05 New Delhi, Dated 10.04.2013

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. 11014/03/2013-T.W., dated 15.03.2013.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1284-1286, dated 07.03.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार)
कते सचिव, रेलवे बोर्ड

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

No.2007/CEDO/SD/IRSOD/O

New Delhi, Dated 04.04.2013

The General Manager,
Western Railway,
Mumbai.

The General Manager,
Central Railway,
CST Mumbai.

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD,2004 for matters related to the height of Platform.

Ref : W.Rly's letter no. W447/12/318(Plan)W4, dated 31.12.2012.

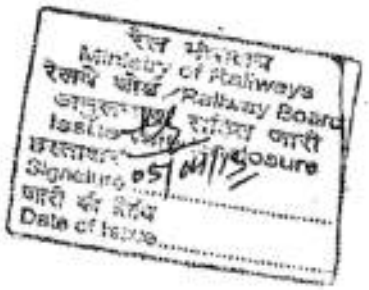
Kindly refer to Board's letter of even number, dated 25.03.2013, wherein meeting of the officials of Central Railway, Western Railway and RDSO was to be held on 08th April' 2013 on the issue of raising of height of Passenger Platform for Mumbai Suburban stations

Due to unaviadable circumstance, as mentioned by WR & RDSO the meeting is postponed and it will now be held on 18th April 2013 at 1130 hrs. in Room No. 127, Rail Bhawan. The concerned Chief Engineers/Executive Directors with complete details & earlier references may kindly be advised to attend meeting accordingly.

4/4/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy for information & necessary action to :

1. PCE, Western Raiway & Central Railway, Mumbai
2. ED/Track-I, ED/Wagon & ED/Carriage, RDSO, Lucknow.



O/C

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

सं. 2013/CEDO/SR/03 New Delhi, Dated 03.04.2013

The General Manager,
Eastern Railway,
Kolkata.

विषय : Running of "AC First-cum-AC 2 Tier" AC EOG LHB variant Coach (LWFCWAC) over various proposed sections on Eastern Railway.

संदर्भ : ER's letter no. W(8)/552/5/Coach/Vol.I/12303-12304, 12381-12382 HWH-NDLS Poorva Exp./LHB/LWFCWAC, dated 14/18 March 2013.

In reference to above, Eastern Railway has sought sanction of Ministry of Railways for running of "AC First-cum-AC 2 Tier AC EOG LHB variant Coach (LWFCWAC) fitted on FIAT Bogies, as per RDSO's drawing no. SK.96077 & RCF's drawing no. LE.90009, having maximum axle load of 16.25t" in regular passenger services over various sections of E. Rly as proposed in Joint Safety Certificate no. 12/2013 at maximum permissible speed of 110kmph.

While processing the proposal, it has been observed that :

1. Drawing no. SK 96077 showing main dimensions of LHB-IR coach and drawing no. LE 90009 showing layout of AC Three Tier Coach, enclosed with above proposal are different from those as were enclosed with RDSO's earlier proposal for condonation of "AC First- cum-AC 2 Tier" AC EOG LHB variant Coach (LWFCWAC). Condonation has already been issued vide Board's letter no. 2013/CEDO/SD/RS/02, dated 25.02.2013.
2. Railway has not sent the application for first time running of this new rolling stock in reference to Board's letter, dated 25.02.2013, issued for condonation to infringements as per provisions of IRSOD 2004.

Railway may kindly arrange to send the revised proposal accordingly in accordance with Board's letter for condonation, dated 25.02.2013(copy enclosed).

(आलोक कुमार) 03/04/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information & necessary action to The Principal Chief Engineer, Eastern Railway, Kolkata.

Ministry of Railways
Railway Board
Signature
Date of Issue

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

सं. 2013/CEDO/SD/RS/02 New Delhi, Dated 25.02.2013

The Drector General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum dimensions of Composite (AC 1st + AC-2 Tier) EOG LHB Variant Coach (LWFCWAC) to IRSOD (BG) Revised, 2004

संदर्भ : Your office letter no. CT/DHS/3/Coaches, dated 31.12.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum dimensions of Composite (AC 1st + AC-2 Tier) EOG LHB Variant Coach (LWFCWAC) to IRSOD (BG) Revised, 2004.

The design of above EOG LHB Variant Coach (LWFCWAC) infringes :

(i) Clause 19(b) - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) Clause 20(b) - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

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

सं. 2013/CEDO/SD/RS/02 New Delhi, Dated 25.02.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11027/14/2013-टी.डब्लू/33. dated 21.01.2013.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director (Track-1), RDSO, Lucknow.
(v) EDME/Coaching, Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/03 New Delhi, Dated 01.04.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Condonation for retaining existing infringements of lesser horizontal clearance for 1 no. 66 kV overhead power line crossing at chainage Km 95.790 (from CDG) to IRSOD 2004 in Sahnewal-Madhpur section of Firozpur Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 23.01.2013.

With reference to the above referred application of Northern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation to infringement for retaining existing lesser horizontal clearance for 1 no. 66 kV overhead power line crossing at chainage Km 95.790 (from CDG) to IRSOD 2004 in Sahnewal-Madhpur section of Firozpur Division on Northern Railway, as shown in Form-XVII and drawing accompanying above referred letter with Board's comments as under :

"Railway will check and issue certificate before commissioning of the project that safety of the existing towers has been re-assessed and ensured w.r.t. rigidness & well founded structure for the transmission towers and maintaining lesses horizontal clearance will not be safety hazards to train operation."

(आलोक कुमार) 01/04/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/03 New Delhi, Dated 01.04.2013

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. 11014/01/2013-T.W., dated 14.03.2013.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1287-1289, dated 07.03.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.

(आलोक कुमार) 01/04/13
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. 2013/CEDO/SD/04 New Delhi, Dated 01.04.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Condonation for retaining existing infringements of lesser horizontal clearance for 1 no. 132 KV D/C Railway overhead power line crossing at Km. 66, between OHE Mast Location Km. 66/6-7 to IRSOD 2004 in Panipat- Khukrana section of Delhi Division on Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 28.01.2013.

With reference to the above referred application of Northern Railway, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation to infringement for retaining existing lesser horizontal clearance for 1 no. 132 KV D/C Railway overhead power line crossing at Km. 66, between OHE Mast Location Km. 66/6-7 to IRSOD 2004 in Panipat-Khukrana section of Delhi Division on Northern Railway, as shown in Form-XVII and drawing accompanying above referred letter with Board's comments as under :

"Railway will check and issue certificate before commissioning of the project that safety of the existing towers has been re-assessed and ensured w.r.t. rigidness & well founded structure for the transmission towers and maintaining lesses horizontal clearance will not be safety hazards to train operation."

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

सं. 2013/CEDO/SD/04 New Delhi, Dated 01.04.2013

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.11014/02/2013-T.W., dated 15.03.2013.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1293-1295, dated 07.03.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.

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

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

a/c

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

सं. 2013/CEDO/SD/06 New Delhi, Dated 01.04.2013

The General Manager,
Northern Railway,
New Delhi.

विषय : Condonation for retaining existing infringements of lesser vertical clearances for 15 nos. (11 nos. Permanent & 04 nos. Temporary) overhead power line crossings to IRSOD (BG) 2004 in Pathankot (Incl.) - Jammu Tawi (Incl.) section in connection with Railway Electrification Work of Northern Railway.

संदर्भ : Northern Railway's letter no. 519-W/928 Pt.III, dated 24.01.13.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation to infringement for retaining existing lesser vertical clearances for 15 nos. {11 nos. Permanent & 04 nos. Temporary (upto 31.12.2013)} overhead power line crossings to IRSOD (BG) 2004 in Pathankot (Incl.) - Jammu Tawi (Incl.) section in connection with Railway Electrification Work of Northern Railway, as shown in Form-XVII and drawings accompanying above referred letter.

01/04/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/06 New Delhi, Dated 01.04.2013

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. 11014/04/2013-T.W., dated 15.03.2013.
2. The Commissioner of Railway Safety, Northern Circle, CRIS Complex, Chnakyapuri, New Delhi-110021, w.r.t. letter no. 2012/Q-11(3)Inf/NC/1290-1292, dated 07.03.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.

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

01/04/13
(आलोक कुमार)
कते सचिव, रेलवे बोर्ड

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

सं. 2007/CEDO/SD/O

New Delhi, Dated 28.03.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Advance Correction Slip No. 2 (in supersession to ACS 1) to the Indian Railways Schedule of Dimensions 1676 mm Gauge (B.G.), Revised, 2004.

संदर्भ : Northern Railway's letter no. DOP/Dy.CE/III/D-Q/L.Sec/Pt.I, dated 28.03.2013.

Chief Engineer/North/USBRL, Jammu has sought necessary clarification regarding the appropriate Zonal Railway authority who is competent to permit gradient steeper than 1:1200 upto 1:400 (copy of letter enclosed).

The subject matter may please be examined at your end and a report with your comments/recommendations may be sent to Board for further necessary action, if any.

28.3.13

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

Encl: As above.

Copy forwarded for information to :

1. The CAO/USRBRL, Satyam Complex, Trikuta Nagar Extension, Jammu ,
2. The Executive Director (Track-1), RDSO, Manak Nagar, Lucknow

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

O/C

NORTHERN RAILWAY

Office of the
Chief Admn.Officer,
Udhampur-Srinagar-Baramulla
Rail Link Project,
Satyam Complex, Trikuta Nagar Ext.
Jammu.

Nc:DOP/Dy.CE/III/D-Q/L.Sec/Pt.I

Dated: 28.03.2013

Executive Director, CE(G)
Ministry of Railways
Railway Board
New Delhi

Sub:- Advance correction slips No.2 (in supersession to ACS 1) to the Indian Railways Schedule of Dimensions 1676mm Gauge (B.G.), Revised, 2004.

Ref:- Railway Board's letter No.97/CEDO/SR/14, dated 22/24.3.2006.

As per above subjected correction slip of SOD, the maximum gradient in station yard permitted for existing works is 1:400 and for new works 1:1200 (should be the desirable/recommended gradient) and as per the note below this item, the power of condonation of gradient steeper than 1:400 and upto 1:260 vested with CRS and steeper than 1:260 is vested with Railway Board.

Recently, the application for commissioning of Banihal yard having gradient 1:400 was sent to CRS Northern Circle, he did not entertain the application with the plea that nothing is mentioned in the correction slip regarding the appropriate Zonal Railway authority who is competent to permit gradient steeper than 1:1200 upto 1:400. He is also of the view that the application can only be entertained only after this clarification is obtained from the Railway Board and thereafter approval of the appropriate zonal authority is taken. As such it is desired that necessary clarification may kindly be furnished at the earliest as Banihal-Qazigund section has been targeted for commissioning by April, 2013.

This issues with the approval of CAO/USBRL/JAT.

28/3/13

(Achal Jain)
Chief Engineer/North
USBRL, Jammu

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

सं. 2013/CEDO/SD/01 New Delhi, Dated 28.03.2013

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation of infringement in the existing engineering structures (ROBs/FOBs) regarding Electrification of Madurai - Vanchimaniyachchi - Tuticorin & Vanchi Maniyachi - Tirunelveli section of Southern Railway.

संदर्भ : Southern Railway's letter no. W.573/RE/10, dated 30.10.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringement in the existing engineering structures (ROBs/FOBs) regarding Electrification of Madurai - Vanchimaniyachchi - Tuticorin & Vanchi Maniyachi - Tirunelveli sections of Southern Railway, as shown in Form-XVII and drawings accompanying above referred letter with Board's comments as under :

1. Rail levels should be frozen at all the 6 structures and suitable indication boards should be provided.
2. Speed under the structure should be limited to 90 Kmph.
3. Restrictions on movement of ODC to be incorporated to working time table.

28.3.13

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

सं. 2013/CEDO/SD/01 New Delhi, Dated 28.03.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q. 11017/02/2013-T.W., dated 11.01.2013.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore-560009, w.r.t. letter no. Q.11017/1/2012-13 SR/1424-1425, dated 19.11.2012.
3. EDRE(P), ED(B&S)-I and ED(B&S)-II, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर 13
Signature.....
जारी की तिथि
Date of Issue.....

28.3.13

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2007/CEDO/SD/IRSOD/O

New Delhi, Dated 25.03.2013

The General Manager,
Western Railway,
Mumbai.

The General Manager,
Central Railway,
CST Mumbai.

The Director General
RDSO, Manak Nagar,
Lucknow.

Sub : IRSOD, 2004 for matters related to the height of Platform.

Ref : W.Rly's letter no, W447/12/318 (Plan) W4, dated 31.12.2012.

The issue of raising height of passenger platform for Mumbai Suburban stations was referred by Western Railway to RDSO and Railway Board.

As desired by ME, a meeting in Railway Board has been convened on 08.04.2013 on the above mentioned subject at 11.00 hrs. in Room No. 127. The concerned Chief Engineers & Executive Directors with complete details & earlier references may kindly be advised to attend the meeting accordingly.

Railways who have proposals for raising height of passenger platform beyond 840mm should spellout further legislation of maintenance standards for track and rolling stocks, so that Board may consider for condonation to such proposals for station specific requirements.

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

Copy for information & necessary action to :

1. PCE, Western Railway & Central Railway, Mumbai
2. ED/Track-I, ED/Wagon & ED/Carriage, RDSO, Lucknow.

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

O/C

पश्चिम मध्य रेल
West Central Railway

कार्यालय महाप्रबंधक,
जबलपुर - 482 001

Office of the
General Manager
Jabalpur - 482 001

No. WCR/HQ/GA/Engg. 15th February, 2013

FTS 24961

Member (Engineering)
Railway Board
New Delhi

(Attn: AM (CE)

ME 21/2/13

Sub: CRS sanction for Train Nos. 22913/14 and Indore-Chandigarh Holiday special.

AM/CE - on tour

EDCE(G)

The necessary application was sent on 05.02.2013 to CRS, to which CRS on 11.02.2013 has asked for certain data. Same has also been complied with on 14.02.2013.

Pl expedite and also apprise me

Put up for kind information, as directed please.

(Sunil V. Arya)
General Manager

TA On case pl

Copy to: **Member (Traffic)**, Railway Board – for kind information.

It does not concern to Board and C&G Dte please. Zonal Rly is dealing with CRS.

27.2.13
EDC&G

AM/CG - ME

- The CRS sanctions are processed by zonal Rlys and Board do not come into picture normally.
- I had spoken to PCE/WCR. Certain further clarifications were asked by CRS, which ~~were~~ were supplied on 6.3.13.
- CRS sanction has since been granted on 6.3.13. (Placed below)

Phone – 015-54000, 0761-2627444, FAX – 0761-2628133
e-mail: secytogmwcr@gmail.com

ADE/Civil

- For inf pl.

7.3.13
Addl/Engg. on AM/CE

ML as DE

9/3/13

EDC&G

IA 11/3/13

पश्चिम मध्य रेलवे

West Central Railway

General Manager's Office
Engineering Branch
Jabalpur

No. W-HQ/311/BR/CRS/INDB-CDG (Holiday Train)/337 Date: 06.03.2013

Advisor (Project)
Railway Board,
New Delhi

Sub:- Sanction for running of Indore-Chandigarh Holiday special train over NAD-MTJ (Up and Dn) BG section of West Central Railway.

*****

In this connection, CRS was requested vide this office letter of even No. dated 05.02.2013 for communicating sanction for running of Indore-Chandigarh Holiday special train over NAD-MTJ (Up and Dn) BG section of West Central Railway. Clarifications asked vide Commission's letter No. C-11(235)/2012-173, dated 11.02.2013 were replied vide this office letter of even No. dated 14.02.2013. Commission vide letter No. C-11(235)/2012/227, dated 21.02.2013 had asked for further clarifications. These clarifications have been given to CRS vide this office letter of even No. dated 06.03.2013 (Copy enclosed). I have spoken to CRS in person and he has promised to communicate the sanction.

This for your kind information please.

DA: As above

6/3/13
(R.N. Sunkar)
Chief Bridge Engineer

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

रेल सुरक्षा आयुक्त
मध्य परिमंडल, 2री मंजिल
चर्चगेट स्टेशन उप भवन
एम. के. रोड, मुंबई – 400 020

Commissioner of Railway Safety
Central Circle, 2nd Floor
Churchgate Stn. Bldg. Annex,
M. K. Road, Mumbai – 400 020

सी-11(235)/2012- 262

06/02/2013

मुख्य ब्रिज अभियंता,
पश्चिम मध्य रेलवे,
जबलपुर।

Sub : Sanction for running of Indore - Chandigarh Holiday Special Train over NAD-MTJ (Up & Dn) BG section of West Central Railway.

Ref : 1) Your office letter Nos.W-HQ/311/BR/CRS/INDB - CDG (Holiday Spl. Train)/337 dated 05.02.2013, 14.02.2013 and 06.03.2013.
2) This office letter No.C-11(235)/2012-173 dated 11.02.2013 and 21.02.2013.

Sanction is hereby accorded for running of Indore-Chandigarh Holiday Special train over NAD-MTJ(Up & Dn) BG section of West Central Railway with composition of 02 LWACCW +05 LWACCN + 08 LWSCN + 02 LWLRRM – 17 coaches , having maximum axle load of 20.5±2%t over NAD-MTJ (Up & Dn) BG section of West Central Railway upto a maximum speed of 110 kmph as proposed in track certificate dated 04.03.2013 or maximum sectional speed whichever is less.

The above sanction is further subject to observance of the following stipulations/conditions :

1) Observance of all permanent and temporary speed restrictions that are in force or those that may be imposed from time to time.

2) Observance of various conditions laid down in Track certificate dated 04.03.2013, Bridge certificate No.05/2013 dated 14.02.2013, Joint Safety Certificate No.05/2013/BG dated 14.02.2013, OHE certificate No.WCR/L/03/2219/Vol-III dated 12.02.2013, Signal certificate No.WCR/N-HQ/150/JSC-5/2013/118 dated 13.02.2013, enclosed with your letter mentioned under ref dated 14.02.2013 and 06.03.2013 and those mentioned in RDSO's speed certificate Nos. MC/LHB/Coach dated 19.03.2003, MC/LHB/Coach dated 20.03.2003 and MC/LHB/Coach dated 20.05.2003, MC/LHB/Coach dated 27.02.2004, and Nos.MC/LHB/Coach dated 14.10.2011 mentioned in JSC No.05/2013/BG dated 14.02.2013

6/3/2013

दूरभाष/ टे. नि. (का. O/Fax.) 22056058
E-Mail crscentral@rediffmail.com

3). Copies of Joint Safety Certificate, Track Certificate, Bridge Certificate and RDSO's speed certificate mentioned should be send to all concerned field units for compliance of all conditions mentioned in these certificates.

4) It should be ensured that track is maintained to the standard laid down in RDSO's report No.C&M Vol.I.

5) Necessary corrigendum to WTT should be issued.

6/3/2013

(चेतन बक्शी)
रेल संरक्षा आयुक्त
मध्य परिमंडल, मुम्बई ।

No.2011/CEDO/SD/17/O/Pt.

Sub : Movement/Disposal of important files.

Following case was put up by CE(G) Directorate for Board's (ME & CRB) perusal after issuing the "DFC SSOD Document" on 23.01.2013 :

Case File No.	Subject	Current Status
2011/CEDO/SD/17/O/Pt. (FTS no. 34278)	Preparation and Finalisation of DFC SSOD	With Adv./Infrastruture's office since 29.01.2013

The current status shown in FTS is "Adv./Infrastruture's office since 29.01.2013".

Kindly return the file to EDCE(G) early.

EDCE(G)
28.02.2013

- **Adv./Infrastructure**

File Register Details Computer File No.: 34278 File No. : 2011/CEDO/SD/17/O/Pt

Subject: PREPARATION AND FINALISATION OF DFC SSOD

Opened By: CEDO Opening Date : 09/04/2012 Category : General

Previous Ref. : Next Ref. : Remark :

Channel of Submission : This file has no channel of submission

back

Movement History

Sent By	Sent Date	Sent To	Received On	Status	Review on	Remark
Chairman Railway Board	29/01/2013 11:01:26	Office of Advisor (Infrastructure)		Current		pl examine in consultation with MD/DFC AND DISCUSS URGENTLY
OFFICE OF MEMBER ENGINEERING	28/01/2013 10:23:39	Chairman Railway Board	28/01/2013 11:55:12	Current		
Office of AM/CE	23/01/2013 15:21:22	OFFICE OF MEMBER ENGINEERING	23/01/2013 15:49:33	Current		
Office of EDCE (G)	23/01/2013 10:38:19	Office of AM/CE	23/01/2013 15:21:06	Current		
Office of EDCE (G)	23/01/2013 10:38:04	Office of EDCE (G)	23/01/2013 10:38:04	Current		file pulled forcibly
Office of EDCE (G)	17/01/2013 16:05:05	CEDO		Current		
Office of AM/CE	17/01/2013 13:21:35	Office of EDCE (G)	17/01/2013 16:04:27	Current		
OFFICE OF MEMBER ENGINEERING	17/01/2013 12:52:59	Office of AM/CE	17/01/2013 13:21:23	Current		
Office of AM/CE	17/01/2013 12:30:49	OFFICE OF MEMBER ENGINEERING	17/01/2013 12:52:41	Current		
Office of EDCE (G)	17/01/2013 12:28:54	Office of AM/CE	17/01/2013 12:30:24	Current		
Office of AM/CE	17/01/2013 11:59:54	Office of EDCE (G)	17/01/2013 12:28:41	Current		
OFFICE OF MEMBER ENGINEERING	15/01/2013 16:36:14	Office of AM/CE	17/01/2013 11:59:40	Current		
Office of Member Traffic	14/01/2013 10:50:55	OFFICE OF MEMBER ENGINEERING	14/01/2013 11:04:34	Current		
ML	07/01/2013 09:38:56	Office of Member Traffic	07/01/2013 12:09:53	Current		
Office of AM/SIG	04/01/2013 17:23:07	ML	07/01/2013 09:38:37	Current		
Office of Advisor (Signal)	04/01/2013 12:59:03	Office of AM/SIG	04/01/2013 17:22:56	Current		file pulled forcibly
Office of AM/SIG	18/12/2012 14:13:41	Office of Advisor (Signal)	04/01/2013 12:58:52	Current		file pulled forcibly
Office of Advisor (Signal)	18/12/2012 10:19:33	Office of AM/SIG	18/12/2012 12:35:12	Current		file pulled forcibly
Office of AM/SIG	17/12/2012 14:35:32	Office of Advisor (Signal)	18/12/2012 10:19:21	Current		file pulled forcibly

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

No. 2011/CEDO/SD/17/O

New Delhi, Dated 21.01.2013

Addressed to :
As per List attached (Overleaf)

विषय : **Document on "Standard Schedule of Dimensions" for Dedicated Freight Corridors (Eastern & Western) of Indian Railways.**

Railway Board constituted a Committee of EDCE(G), EDCE(P), EDME(Freight), EDTT(S)/Railway Board, ED/Track-I/RDSO and Director (Infrastructure)/DFCCIL for preparing & finalising the document on "Standard Schedule of Dimensions" (SSOD) for Indian Railway's Dedicated Freight Corridors.

After studying & discussing all the related documents, approvals, thoughts and concepts on the subject, the nominated Committee drafted and finalised the SSOD document and submitted to Board for approval.

Subsequently, with careful examination and due consultation by various Directorates in Railway Board and DFCCIL; Board (ME, MT, ML & MM) have approved the "Standard Schedule of Dimensions (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways" for uniform adoption on the respective sections. A copy of the same is enclosed herewith for information & necessary action by all concerned.

A soft copy of the document has also been uploaded on Railway Board's website. Required number of copies may be printed after downloading from the website by following the path as : "Railway Board Directorates → Civil Engineering → DFC-SOD" on the web.

Receipt of the letter may please be acknowledged.

संलग्नक / उपरोक्तानुसार

21.01.2013

(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

- प्रतिलिपि निम्नलिखित को कृपया सूचनार्थ प्रेषित –

CRB, ME, MT, ML, MM, FC, MS and Secretary/Railway Board

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

सं. 2013/CEDO/SD/RS/04 New Delhi, Dated 08.03.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum dimensions of Second Class Non AC EOG LHB Variant Coach (LS4) to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's office letter no. CT/DHS/3/Coaches, dated 31.12.12.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD(BG) Revised, 2004 for Second Class Non AC EOG LHB Variant Coach (LS4).

The design of above rolling stock infringes :

(i) **Clause 19(b)** - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

8-03-13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/RS/04 New Delhi, Dated 08.03.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. Q.11027/16/2012-T.W., dated 15.02.2013.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, New Delhi

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

8-03-13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/RS/03 New Delhi, Dated 08.03.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum dimensions of Second Class Non AC EOG LHB Variant Coach (LS3) to IRSOD (BG) Revised, 2004.

संदर्भ : RDSO's office letter no. CT/DHS/3/Coaches, dated 21.12.12.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement to IRSOD(BG) Revised, 2004 for Second Class Non AC EOG LHB Variant Coach (LS3).

The design of above rolling stock infringes :

(i) **Clause 19(b)** - Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) **Clause 20(b)** - Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

08-03-13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/RS/03 New Delhi, Dated 08.03.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. Q.11027/13/2012-T.W., dated 15.02.2013.
(ii) The General Manager, All Indian Railways
(iii) The Commissioner of Railway Safety, All Circles
(iv) Executive Director Track/I, RDSO, Lucknow
(v) EDME(Chg.), Railway Board, New Delhi

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित जारी
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हस्ताक्षर
Signature
जारी की तिथि

08-03-13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

पश्चिम मध्य रेल
West Central Railway

कार्यालय महाप्रबंधक,
जबलपुर - 482 001

Office of the
General Manager
Jabalpur - 482 001

No. WCR/HQ/GA/Engg. 15th February, 2013

FTS 2496

Member (Engineering)
Railway Board
New Delhi

ME 21/2/13

(Attn: AM (CE)

Sub: CRS sanction for Train Nos. 22913/14 and Indore-Chandigarh Holiday special.

AM/CE – on tour

EDCE(R)

The necessary application was sent on 05.02.2013 to CRS, to which CRS on 11.02.2013 has asked for certain data. Same has also been complied with on 14.02.2013.

Pl expedite and also apprise me

Put up for kind information, as directed please.

(Sunil V. Arya)
General Manager

TA On case pl

Copy to: **Member (Traffic)**, Railway Board – for kind information.

It does not concern to Board and CPO Dte please Zonal Rly is dealing with CRS.

27.2.13
ED CPO

AM/CE

ME

OLC

25/2/13

Phone – 015-54000, 0761-2627444, FAX – 0761-2628133
e-mail: secytogmwcr@gmail.com

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

सं. 2013/CEDO/SR/01 New Delhi, Dated 25.02.2013

The General Manager,
South Western Railway,
Hubli.

विषय : Running of Multipurpose Tamping Machine Model - Unimat Split Head MFI, manufactured by M/s Plasser India, to run on its own power as well as in train formation, on various BG sections of South Western Railway.

संदर्भ : Your office letter no. SWR/W.438/RS/Multipurpose Tamping Machine, dated 18.12.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Multipurpose Tamping Machine Model - Unimat Split Head MFI, manufactured by M/s Plasser India, to run on its own power as well as in train formation upto a maximum speed of 45 kmph or sectional speed whichever is less on various BG sections of South Western Railway, subject to terms and conditions as given in RDSO's Speed Certificate and South Western Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

27/2/13

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

सं. 2013/CEDO/SR/01 New Delhi, Dated 25.02.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11017/04/2013-टी.डब्लू./31, dated 25.01.13.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDTk/Machine, Railway Board, Rail Bhawan, New Delhi.



(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

25.2.13

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

सं. 2013/CEDO/SD/RS/01 New Delhi, Dated 25.02.2013

The Director General,
RDSO, Manak Nagar,
Lucknow.

विषय : Condonation of infringements to maximum dimensions of Non AC EOG Hot Buffet LHB Variant Coach (LWCB) to IRSOD (BG) Revised, 2004.

संदर्भ : Your office letter no. CT/DHS/3/Coaches, dated 31.12.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum dimensions of Non AC EOG Hot Buffet LHB Variant Coach (LWCB) to IRSOD (BG) Revised, 2004.

The design of above Second Class Non AC EOG LHB Variant Coach (LWCB) infringes :

(i) Clause 19(b) – Maximum length of body or roof for bogie vehicle by 2200 mm (i.e. 23540 mm instead of 21340 mm)

(ii) Clause 20(b) – Maximum length over side buffers of bogie vehicles by 1700mm (i.e 24000 mm instead of 22300 mm)

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

27/2/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/RS/01 New Delhi, Dated 25.02.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11027/15/2013-टी.डब्लू. dated 29.01.2013.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety, All Circles.
(iv) Executive Director (Track-1), RDSO, Lucknow.
(v) EDME/Coaching, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर 26/02/13
Signature
कृते सचिव रेलवे बोर्ड

27/2/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/02 New Delhi, Dated 25.02.2013

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation of infringement in the existing steel Foot Over Bridge (FOB) no. 1479A at Madurai Yard; regarding Electrification of Dindigul - Madurai section of Southern Railway.

संदर्भ : Southern Railway's letter no. W.573/RE/8, dated 06.09.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for temporary condonation of infringement in the existing steel Foot Over Bridge (FOB) no. 1479A at Madurai Yard for a period of one year; regarding Electrification of Dindigul - Madurai section of Southern Railway, as shown in Form-XVII and drawings accompanying above referred letter.

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

सं. 2013/CEDO/SD/02 New Delhi, Dated 25.02.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q. 11017/03/2013-T.W., dated 09.01.2013.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadari Road, Gandhinagar, Bangalore-560009,w.r.t. letter no. Q.11017/1/2012-13 SR/1107-1108, dated 03.10.2012.
3. EDRE(P) and ED(B&S)-II, Railway Board, Rail Bhawan, New Delhi.

Ministry of Railways
रेलवे बोर्ड
Railway Board
आवश्यकतानुसार संक्षिप्त जारी
Issue with Enclosure
हस्ताक्षर
Signature 25/2
कार्यालय की रिपोर्ट
Date

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2007/CEDO/SD/O

New Delhi, Dated 19.02.2013

The Director General,
RDSO,Manak Nagar,
Lucknow.

विषय : Classification of ODC.

संदर्भ : CBE/SEC Railway's letter , dated 12.02.2013.

South East Central Railway vide their letter No. Engg/BSD/ODC/22/ General Pt.-III/37 dated 12.02.2013 (copy enclosed) have brought out that in the chapter 6 of Indian Railway Operating Manual, ODC classifications and its movement directives are given as per MMD of 1929 profile. For limiting width of rolling stock it is given as 3050mm for Bogie Wagon and 3200mm for 4wheeled Wagon. Accordingly the Railway has also requested to issue necessary guidelines for clearance of ODC movement, whether it should be based on MMD of 1929 as mentioned in Operating manual or as per MMD (fig. 1D) of IRSOD 2004.

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

Encl: As above.

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

Copy to :

1) General Manager, South East Central Railway, Bilaspur, w.r.t. letter no. Engg/BSD/ODC/22/ General Pt.-III/37 dated 12.02.2013.
2) Executive Director (Track-I), RDSO, Manak Nagar, Lucknow



दक्षिण पूर्व मध्य रेलवे प्रमुख मुख्य अभियंता का कार्यालय		South East Central Railway Office of the Principal Chief Engineer

No. Engg/BSD/ODC/22/General Pt.-III /37

Date:-12.2.2013

To

Executive Director/Civil Engg (G)
Room No. 127, Rail Bhawan
Railway Board, New Delhi
PIN-110001

Sub: - Classification of ODC.

Ref: - (i) Indian Railway Schedule of Dimensions 2004.
(ii) Chapter 6 of Indian Railway Operating manual.

As per diagram no. 1(D) of above reference (i), Maximum moving dimension of rolling stock has been changed w.r. t. MMD of 1929 profile (diagram no. 4 of SOD 2004) as under:-

(a) Maximum width has been increased from 3200mm to 3250mm.
(b) Height at centre increased from 4115mm to 4265mm
(c) Height at sides increased from 3505mm to 3735mm

In the chapter 6 of Indian Railway Operating manual, ODC classifications and its movement directives are given as per MMD of 1929 profile. For limiting width of rolling stock it is given as 3050 for Bogie Wagon 3200 for 4 wheeled Wagon.

In view of the above, it is requested to please issue necessary guidelines for clearance of ODC movement, whether it should be based on MMD of 1929 as mentioned in Operating manual or as per MMD (fig 1(D) of SOD 2004).

12.2.13

(S.B. Ninawe)
Chief Bridge Engineer
SEC Railway, Bilaspur

Encl:- (i) MMD of 1929 profile
(ii) MMD (fig 1(D) of SOD 2004)

MOVEMENT OF OVER DIMENSIONAL AND OTHER BULKY CONSIGNMENTS

Definition:

Consignments, which when loaded upon a wagon, would infringe the maximum standard moving dimension, at any point, on the entire route, from the booking station to the destination, including via break of gauge is called an Over Dimensional Consignment (ODC).

Therefore, any consignment exceeding the dimension quoted below shall not be registered for booking unless prior sanction for its acceptance has been obtained from the Zonal headquarters.

Maximum Moving Dimensions from rail level (at any point):

Description	Gauge		
	BG (MM)	MG (MM)	NG (762 MM)
Height at Centre	4115	3430	3200
Height at sides	3505	3200	2895
Maximum Width	3050 for Bogie Wagon 3200 for 4 wheeled Wagon	2590	2286

Note: (i) Above mentioned dimensions includes lashing and packing.

(ii) When a dummy truck is used, the maximum weight that may be loaded, in any wagon or truck is distinctly marked on each vehicle and must not be exceeded.

Classification of ODC consignment:

ODCs are divided into 3 classes according to the minimum clearance available between the consignment and minimum fixed structure profile.

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

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

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

Class	Sanctioning Authority	Maximum Permissible Sanctioned Speed	Movement During Day or Night.	Required to be escorted by
A	Within Division : DRM Inter Division of the same zone COM Inter Rly.: COM of the Zone and COM of concerned Railway.	Sectional speed	Day & Night	–
B	Local : DRM Inter Div/Rly.: COM	BG-40 KMPH MG-25 KMPH NG-15 KMPH	Day & Night	TXR
C	CRS	BG-25 KMPH MG-25 KMPH NG-15 KMPH	Day	SE (C&W) SE(P.Way) TI

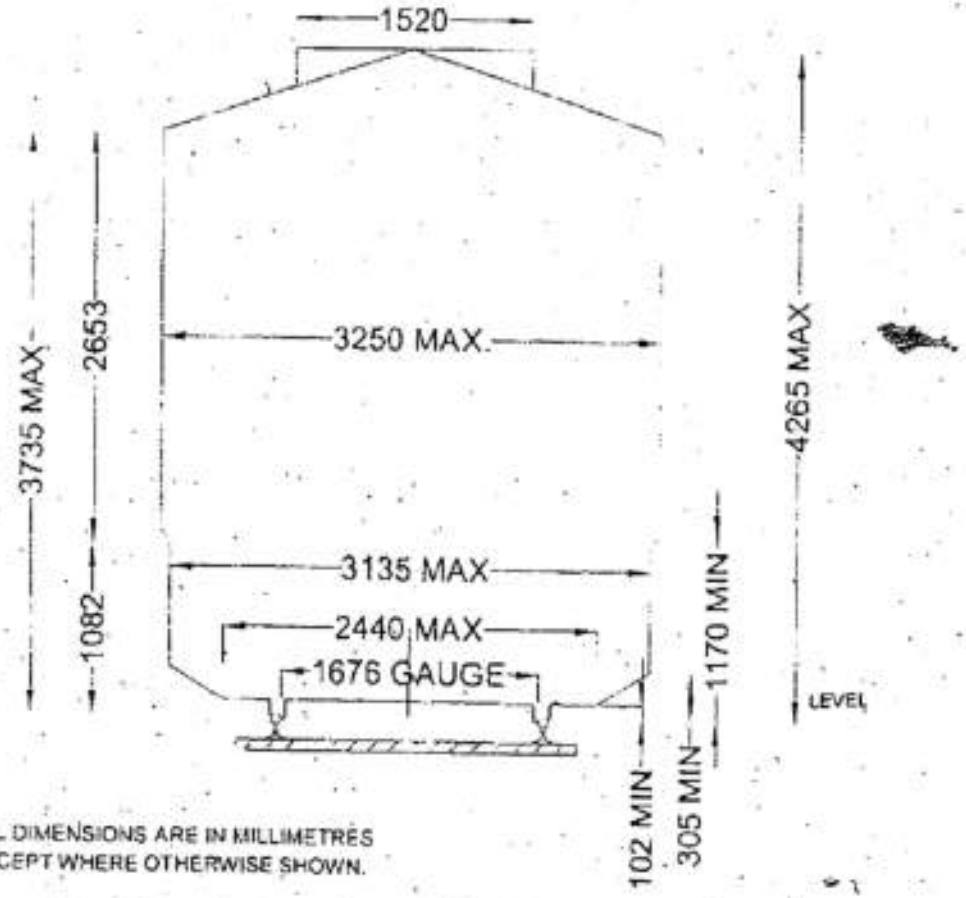
Net Clearance:

The net clearance shall be worked out as under:

The net clearance between the consignment as loaded in the train and any fixed structure should be calculated after making an allowance of 75 mm (3 inches) for lurch (horizontal) and 7.62 cm (3 inches)

DIAGRAM No. 1D (EDO/T-2202)
1676mm GAUGE

MAXIMUM MOVING DIMENSIONS



NOTE -

ALL DIMENSIONS ARE IN MILLIMETRES
EXCEPT WHERE OTHERWISE SHOWN.

INDIAN RAILWAYS SCHEDULE OF DIMENSIONS 1676 mm GAUGE (B.G.)

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

सं. 2013/CEDO/SR/02 New Delhi, Dated 18.02.2013

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Running of Second Class Non AC EOG LHB variant coaches (LS-2), fitted on FIAT bogies with modified suspension at secondary stage with pay loads upto 16T maximum, on various BG sections of Western Railway.

संदर्भ : Your office letter no. W 636/14/7/10(W3), dated 29.01.2013.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Second Class Non AC EOG LHB variant coaches (LS-2), fitted on FIAT bogies with modified suspension at secondary stage with pay loads upto 16T maximum & upto maximum speed of 105 kmph or sectional speed whichever is less on various BG sections of Western Railway, subject to terms and conditions as given in RDSO's Speed Certificate and Western Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

18.02.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SR/02 New Delhi, Dated 18.02.2013

Copy forwarded for information to :

(i) The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू. 11020/1/2013-टी.डब्लू., dated 07.02.13.
(ii) General Manager, All Indian Railways.
(iii) Commissioner of Railway Safety; All Circles.
(iv) Senior Executive Director Standards (Motive Power), RDSO, Lucknow.
(v) EDME/Coaching, Railway Board, Rail Bhawan, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
Signature

O/C

18.02.13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

सं. 2012/CEDO/SD/36

विषय : Condonation for infringements of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division on Northern Railway.

संदर्भ : Board's letter of even no. dated 21.12.2012 (copy enclosed).

While approving the condonation for infringements of OHE portal foundations at 47 locations to item no. 8, Chapter-II of IRSOD in Shakurbasti - Rohtak section of Delhi Division on Northern Railway, Board's has passed the comments at Sr. No. 3 as under :

"3. **All the existing infringements, as being condoned herein shall be removed within a period of two months and compliance shall be advised to Board."**

In view of above, EDRE(P) may kindly arrange for the compliance of above item.

15.2.13

(R.Sen Gupta)
ADE/Civil

EDRE/P SL
15-2-13

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

No. 2012/CEDO/SD/04 New Delhi, Dated 28.01.2013

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram - Dindigul section of Southern Railway.

संदर्भ : Sothern Railway's letter no. W.573/T/20, dated 26.11.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradient of 1 in 200 as against of 1 in 400, thereby infringing Schedule-I of Chapter-II/Note (a) below Para 2 of IRSOD 2004, in Kallakkudi Palanganatham yard of Villupuram - Dindigul section of Southern Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

(a) Zonal Railway shall ensure interlocking of starter signal with advance starter signal, so as to comply note (i) under Para 2.4 of the proposed SWR.

(b) As far as possible, all trains, especially heavier trains shall not be stopped at Home Signal in both directions due to continuous falling gradient (1 in 200) in the block section. It shall be required to prevent rolling down.

28.01.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SD/04 New Delhi, Dated 28.01.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू- 11017/05/2011-T.W., dated 07.02.2012.
2. The CRS/Southern Circle, C-7, Sheshadri Road, Gandhi Nagar, Bengaluru - 560009 w.r.t. his letter no. 11017/1/2011-12 SR/1214-15, dated 04.11.2011.
3. ED/Works, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
Enclosure

28.01.13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2012/CEDO/SD/04 New Delhi, Dated 28.01.2013

The General Manager,
Southern Railway,
Chennai.

विषय : Condonation of infringing gradients on proposed yard arrangements at Kallakkudi Palanganatham yard of Villupuram - Dindigul section of Southern Railway.

संदर्भ : Sothern Railway's letter no. W.573/T/20, dated 26.11.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringing gradient of 1 in 200 as against of 1 in 400, thereby infringing Schedule-I of Chapter-II/Note (a) below Para 2 of IRSOD 2004, in Kallakkudi Palanganatham yard of Villupuram - Dindigul section of Southern Railway, as shown in Form-XVII enclosed with above referred letter with Board's comments as under :

(a) Zonal Railway shall ensure interlocking of starter signal with advance starter signal, so as to comply note (i) under Para 2.4 of the proposed SWR.

(b) As far as possible, all trains, especially heavier trains shall not be stopped at Home Signal in both directions due to continuous falling gradient (1 in 200) in the block section. It shall be required to prevent rolling down.

28.01.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

No. 2012/CEDO/SD/04 New Delhi, Dated 28.01.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू- 11017/05/2011-T.W., dated 07.02.2012.
2. The CRS/Southern Circle, C-7, Sheshadri Road, Gandhi Nagar, Bengaluru - 560009 w.r.t. his letter no. 11017/1/2011-12 SR/1214-15, dated 04.11.2011.
3. ED/Works, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board
Enclosure

28.01.13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No. 2011/CEDO/SR/21

New Delhi, Dated 24th January, 2013

The General Manager,
Eastern Railway,
Kolkata.

Sub : Regular running of BG AC EOG Double Decker (DD) Chair Car Coaches to RDSO's Drawing No. CSC-1779 and CG-K9114 Alt-1.

Ref : Your office letter no. W(8)/552/5/Coach/AC-Double Decker Chair Car/110 kmph/Vol.2, dated 31.10.2012.

In reference to above, sanction of Ministry of Railways, Railway Board is hereby communicated for regular running of BG AC EOG Double Decker (DD) Chair Car Coaches to RDSO's Drawing no. CSC-1779 and CG-K9114 Alt-1 upto a maximum speed of 110 kmph or at sectional speed whichever is less, over Rajdhani lines of Eastern Railway, subject to terms & conditions, as given in RDSO's Final Speed Certificate (upto Amendment No. 3) and Eastern Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter with Board's comments, as under :

1. Train with these coaches shall run only through Rajdhani Lines in Howrah - Dhanbad (HWH-DHN) section at maximum speed of 110 kmph as has also been emphasized in Para 4.1 of RDSO's Revised Final Speed Certificate No. MC/CB/AC/DD, dated 24.3.11 with subsequent Amendment nos. 1, 2 & 3 to the Speed Certificates, dated 31.5.11, 13.4.12 & 19.10.12 and Joint Safety Certificate No. 40/2012 of Eastern Railway.

2. The certifications made in the Joint Safety Certificate No. 40/2012, Track Certificate, Bridge Certificate and Eastern Railway's letter no. W(8)/552/5/Coach/AC Double Decker Chair Car/110 kmph/Vol.2, dated 31.10.2012 shall be duly complied.

3. All the conditions detailed in RDSO's Revised Final Speed Certificate no. MC/CB/AC/DD, dated 24.03.11 and subsequent Amendment nos. 1, 2 & 3 to the Speed Certificates, dated 31.5.11, 13.4.12 & 19.10.12 shall be fulfilled.

4. Compliance of all the Permanent and Temporary Speed Restrictions in force and those that may be imposed from time to time due to track, bridges, curves, signalling and interlocking etc. shall be ensured.

5. Only those DD Coaches will be worked in the train for which Foot Board position has been shifted from 1456 mm (from C/L of the coach) to 1550 mm. Special drive for publicity against foot-board travelling in these coaches shall be carried out on the entire route of the trains with DD coaches.

6. Failure Indication cum Brake Application (FIBA) system in case of deflation of air springs of the coaches to restrict the speed of the train to 60kmph shall be urgently commissioned in all the DD Coaches. Till it is not done, the train shall be escorted by competent TXR staff to keep a close watch and to communicate with driver of the train regarding such failure.

7. Movement of the train shall be kept under close watch to detect any abnormality, especially infringement with the platform coping/other fixed structures etc. during the run.

8. Proper system of inspection and recording of clearance at platform coping from centre line of the track at regular interval as well as after every machine maintenance of the track shall be ensured by Railway.

9. There shall be a speed restriction of 15 kmph on all inside curved platforms falling on the run of the train between HWH & DHN. For permanent speed restriction of 15 kmph on inside curved lines of Rajdhani route, Speed Boards shall be provided. These speed boards need to be exclusively for Double Decker train and shall be differentiated with the other speed boards, so that it is followed only for Double Decker train.

10. The route and speed restriction shall be included in the Working Time Table alongwith the special instructions on passing through any other platform in emergency only at 15 kmph speed.

11. Caution order of 15 kmph for platforms on other than Rajdhani route for running in emergency shall be ensured.

12. Railway shall ensure platform coping ends to be free of any sharp edges or exposed steel rods/protruding (e.g. after breaking of the concrete for maintaining distance as per IRSOD).

13. A caution order of 100 kmph shall be ensured at each location of Defective Weld Joint (DFW), which are protected by joggle fish plate with two tight clamps/far end tight bolts.

14. In case of isolating the Brake System of any particular coach (or coaches) enroute because of its Wheel Slide Protection (WSP) Device becoming defective, minimum brake power of 90% will have to be ensured in the train by the Railway; failing which the Railway shall impose suitable speed restriction, but not exceeding 90 kmph in such above-mentioned situation of isolation of brake system of any particular coach (or coaches).

15. There is no limit to validity of this sanction; but Railway shall convey to CRS the Exception Reports related to any unusual occurring to this train."

24-01-13

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

No. 2011/CEDO/SR/21 New Delhi, Dated 24th January, 2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow w.r.t. his endorsement no. क्यू- 13011/22/2011-T.W., dated 07.12.2012.
2. The CRS/ Eastern Circle, 14, Strand Road, (12th Floor), Kolkata- 700 001 w.r.t. his letter no. 1020/Double Decker Chair Car Coaches/12-961/H, dated 05.11.2012.
3. Director General, RDSO, Lucknow for information.
4. Executive Director Standards (Motive Power), RDSO, Manak Nagar, Lucknow-226011, w.r.t. his letters no. MB/CA/AC/DD, dated 24.3.11, 31.5.11, 13.4.12 and 19.10.12.

24-01-13

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

Copy to :

(i) General Manager, All Indian Railways (except Eastern Railway)
(ii) Commissioner of Railway Safety, All Circles (except Eastern Circle)
(iii) EDME(Chg.), Railway Board, Rail Bhawan, New Delhi.



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

No. 2012/CEDO/SD/38 New Delhi, Dated 22.01.2013

The General Manager,
East Coast Railway,
Bhubaneswar.

विषय : Condonation of infringements in the existing structure to the SOD of FOB at Budhapank station in East Coast Railway.

संदर्भ : ECoR's letter no. W3/Br/CRS/FOB/BDPK/5227, dated 16.07.2012.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to the IRSOD 2004 w.r.t. lesser horizontal clearance between centre line of tracks to face of column of the existing structure of FOB at Budhapank station on East Coast Railway, as shown in Form-XVII, enclosed with above referred letter with Board's comments as under :

(a) Caution board with quotation "Mind the less Gap" shall be displayed at site.
(b) No vending Trolley/KIOSK shall be permitted on both the platforms near infringement location.
(c) Proper lighting of area shall be ensured near infringement location.

22.01.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

No. 2012/CEDO/SD/38 New Delhi, Dated 22.01.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow - 226001 w.r.t. his endorsement no. Q. 11019/02/2012-T.W., dated 20.12.2012.
2. C.R.S./S.E. Circle, 14, Strand Road, (12th Floor), Kolkata - 700 001 w.r.t. his letter no. 751, dated 11.09.2012.
3. EDRE (P), Railway Board, New Delhi.

Ministry of Railways
Railway Board
23/01/13

22.01.13
(आलोक कुमार)
कृते सचिव/रेलवे बोर्ड

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

No. 2011/CEDO/SD/17/O

New Delhi, Dated 21.01.2013

Addressed to :
As per List attached (Overleaf)

विषय : **Document on "Standard Schedule of Dimensions" for Dedicated Freight Corridors (Eastern & Western) of Indian Railways.**

Railway Board constituted a Committee of EDCE(G), EDCE(P), EDME(Freight), EDTT(S)/Railway Board, ED/Track-I/RDSO and Director (Infrastructure)/DFCCIL for preparing & finalising the document on "Standard Schedule of Dimensions" (SSOD) for Indian Railway's Dedicated Freight Corridors.

After studying & discussing all the related documents, approvals, thoughts and concepts on the subject, the nominated Committee drafted and finalised the SSOD document and submitted to Board for approval.

Subsequently, with careful examination and due consultation by various Directorates in Railway Board and DFCCIL; Board (ME, MT, ML & MM) have approved the "Standard Schedule of Dimensions (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways" for uniform adoption on the respective sections. A copy of the same is enclosed herewith for information & necessary action by all concerned.

A soft copy of the document has also been uploaded on Railway Board's website. Required number of copies may be printed after downloading from the website by following the path as : "Railway Board Directorates → Civil Engineering → DFC-SOD" on the web.

Receipt of the letter may please be acknowledged.

संलग्नक / उपरोक्तानुसार

21.01.2013

(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

- प्रतिलिपि निम्नलिखित को कृपया सूचनार्थ प्रेषित –

CRB, ME, MT, ML, MM, FC, MS and Secretary/Railway Board

LIST FOR DISTRIBUTION

1. General Managers, All Indian Railways & Production Units
2. Principal Chief Engineers, All Indian Railways
3. Chief Administrative Officers (Con), All Indian Railways
4. Director General, RDSO, Manak Nagar, Lucknow
5. Director General, Railway Staff College, Vadodara
6. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
7. Commissioner of Railway Safety, All Circles
8. Director, IRICEN, Rail Path, Pune - 411001 (Maharashtra)
9. Director, IRIEEN, P.B.No.-233, Nasik Road - 422101 (Maharashtra)
10. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
11. Director, IRIMEE, Jamalpur - 811214 (Bihar)
12. Director, IRITM, Saraswati Residential Estate, IRITM Campus, Manak Nagar, Lucknow
13. MD, DFCCIL, 5th Floor, Pragati Maidan Metro Station Building Complex, New Delhi - 110001
14. MD, DMRC, Metro Bhawan, 13, Fire Bridge Lane, Bara Khamba Road, New Delhi - 110 001
15. MD, CONCOR, CONCOR Bhawan, C-3, Mathura Road, Opp. Apollo Hospital, New Delhi - 11076
16. MD, IRCON International Limited, C-4, District Centre, Saket, New Delhi - 110017
17. MD, RITES Ltd., RITES Bhawan, Plot No. 1, Sector-29, Gurgaon
18. MD, RVNL, August Kranti Bhawan, Plot No. 25, 1st Floor, Bhikaji Cama Place, New Delhi
19. MD, MRVC Ltd., Churchgate Station Building, Mumbai - 400020
20. MD, KONKAN Railway Corporation Ltd, Rail Bhawan, New Delhi - 110001
21. MD, RLDA, Near Safdarjung Railway Station, Moti Bagh Phase-I, New Delhi - 110021

Copy to :

- CRB, FC, ME, ML, MS, MM, MT and Secretary, Railway Board
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(Sig.), AM(Traffic), AM(B) and AM(Tele), Railway Board
- Adv.(Projects), Adv.(L&A), Adv.(Bridges), Adv.(Vig.), Adv.(Infrastructure), Adv.(Safety), Railway Board
- EDCE(G), EDCE(P), EDTK(M), EDTK(MC), EDTK(P), EDCE(B&S), EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), EDF(X)-I, EDF(X)-II, ED(Safety), ED(Sig.), EDME(Frt.), ED(EEM), EDRE(P), ED(Plg.) and EDTT(S), Railway Board.
- ED/Track-1, ED/B&S-1, ED/Wagon, ED/Signal & ED/Motive Power, RDSO, Lucknow

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

सं. 70/WDO/ORI/RO/1/Vol.II New Delhi, Dated 03.01.2013

The General Managers,
All Indian Railways.

विषय : Sanction of Railway Board for opening of newly completed/ commissioned Railways.

संदर्भ : Railway Board's letter of even no., dated 09.09.2011.

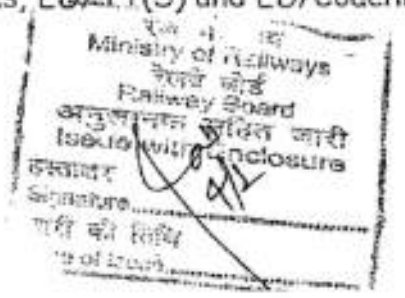
Vide Board's letter of even no., dated 09.09.2011 & followed by reminders, dated 10.10.2011 & 24.05.2012; Railways were asked to advise Railway Board the current status of processing for Board's sanction w.r.t. opening of newly completed/commissioned Railways, as listed with the letter under reference or otherwise done by Railways; but in only few cases feedback has so far been received.

It is, therefore, requested that the needful action may please be taken at the earliest and Board be advised accordingly by 24.01.2013.

03/01/13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

- Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
- Commissioner of Railway Safety, All Circles
- CAOs/C and Pr.CEs of all Zonal Railways.
- AM/Works, AM/Traffic, AM/CE and Advisor/Project, Railway Board.
- ED/Works, ED/TT(S) and ED/Coaching, Railway Board



O/C