# Guard File

from

05.09.2013

To

24.12.2013

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

No.2013/CEDO/ORI/08. New Delhi, Dated 24.12.2013

The General Manager,
South Central Railway
Secunderabad.

Sub : Opening of newly constructed non-electrified BG Single line from Khanapur (km.0.00) to Humnabad (km.37.207), a part of new BG line project between Bidar and Gulbarga Stations of Secunderabad Division of South Central Railway for Public Carriage of Passengers.

Ref : CRS/South Central Circle letter no.R.12018/2/13-SCC, dated 02.12.2013.

The above section was inspected by CRS, SC Circle, Secunderabad on 21.10.2013 & 25.11.2013 and opening of the section was authorised by him vide letter no. R.12018/2/13-SCC, dated 02.12.2013 with certain observations.

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

(आलोक कुमार) 24/12
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

- Chief Commissioner of Railway Safety, Ashok Marg, Lucknow- 226001.
- Commissioner of Railway Safert, South Central Circle, Rail Nirman Nilayam,Sarojinidevi Road, Secunderabad-500 071 (A.P.); for information in reference to his above-mentioned letter.
- Chief Administrative Officer(C), South Central Railway, Secunderabad-500 071



O/C

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

No.2007/CEDO/SD/IRSOD/O New Delhi, Dated 20.12.2013

The Director General
RDSO, Manak Nagar,
Lucknow.

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

**Ref** : GM/CR, D.O. Letter no. W.104.P.sd.P/F/Height, dated 16.12.13.

Vide DO letter referred above (copy enclosed), Central Railway has once again requested to re-consider and approve modification to SOD provision by allowing increase in height of platform from present 840mm to 920mm in following cases :

*"Platforms which are located on straight track or on outside of the curve or inside of the curve up to 2 degree curvature, this provision will be applicable on those platforms where EMU stock with air spring is plying."*

You may, therefore, please get the matter re-examined and send RDSO's comments/recommendations to Board for further necessary action, if any.

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

Copy for information to :

1. GM, Central Railway, Mumbai, CST.
2. ED/Track-I, RDSO, Lucknow.

o/c

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर/Signature 23/12/13
जारी की तिथि
Date of Issue

Please issue Air Letter.
Syed 23/12/13

बी.पी. खरे
महाप्रबंधक
B.P. KHARE
General Manager

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

19.12.13

DO No.W.104.P.sd.P/F/Height

Date: 16.12.2013

Excelg

Dear Shri Jain,

**Sub:** Raising of height of Passenger Platforms in Suburban Section of Mumbai.
**Ref:** Central Railway's letter of even No. dated 24.04.2013.

.....

The Schedule of Dimension (SOD) prescribes the height of passenger platforms of BG sections between 760mm to 840mm for normal ICF EMU stock with conventional springs. Thus height of the platforms as prescribed is the same for straight track as well as curve track. Recently the EMU stocks with air spring have been introduced on Central Railway. The air springs have very little compressibility when the stock is in fully loaded condition.

There is a large difference on the platform level and floor level of EMU coaches, which is highly inconvenient to suburban commuters. A large number of complaints have been received from passengers and public representatives. This problem is further aggravated in the EMU rakes fitted with air springs. The platforms which are located on the outside of the curve, the gap becomes still large.

Considering the gravity of the problems and inconvenience faced by the commuters, it is requested to reconsider and approve modification to SOD provision by allowing increase in height of platform from present 840mm to 920mm in following cases:-

- Platforms which are located on straight track or on outside of the curve or inside of the curve up to 2 degree curvature, this provision will be applicable on those platforms where EMU stock with air spring is plying.

माइर

Yours sincerely,

(B.P. Khare)

**Shri S. K. Jain**
**Member Engineering**
**Railway Board**
**New Delhi-110001**

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

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

सं. 2013/CEDO/ORI/05

New Delhi, Dated 17.12.2013

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

विषय : Inspection of 'Conversion of 1500 Volt DC traction to 25 KV, single phase 50 HZ AC traction on UP and DN line from Kalyan (North East) Temporary Neutral Section (Km 54/28 & 54/15), to Mumbra Sectioning Post Neutral Section (Km 47/7 & 47/10 UP & DN) Through lines from Kalyan (South East)Temporary Neutral Section (Km 53/31) to Mulund Temporary Neutral Section (Km 31/12 & 30/188) and 5th & 6th lines from TNA(Km 33/9) to LTT of Mumbai Division of Central Railway for public carriage of passengers'.

संदर्भ : CCRS office OM No. R.12031/01/2013-14-TW dated-10.12.2013.

The issues raised by CCRS vide above referred letter have been examined in Board's (ML) office in detail, and remarks thereon are as under :

1.0 1500 Volts DC OHE on Central and Western Railways is a proven and time tested system working in Mumbai Area for the last over 80 years. While carrying out the Conversion of 1500 Volts DC OHE to 25 KV AC system, no major modification to the overhead traction equipment has been carried out in the Converted OHE, except the upgradation of insulation level at the brackets and terminations. Thus, the basic configuration of Overhead Traction Equipment and the nature of Pantograph-OHE interaction has remained the same at the desired speed potential of 105 KMPH.

2.0 The size of conductors in the Converted OHE at 25 KV AC has been remained the same as 1500 Volts DC (242 sq mm in case of Catenary wire and 193 sq mm in case of Contact wire), whereas the current level in the Converted OHE has reduced substantially on account of increased voltage level. Therefore, the quality of current collection has improved as substantially lower current is being handled in the Converted OHE. The level of electrical safety and reliability is also higher for Converted OHE than the original DC OHE.

3.0 The standards enumerated in the AC Traction Manual are meant for newly installed 25 KV AC OHE systems, which is designed for a speed potential of 160 KMPH. In the instant case, the OHE system is converted from 1500 Volts DC to 25 KV AC, which is to be operated at a maximum permissible speed of 105 KMPH. Moreover, the deviations from AC Traction Manual have been examined and certified by RDSO. As rightly pointed out at Para 2.0 of the Report of CCRS, the deviations in design parameters have been already sanctioned by Ministry of Railways (Railway Board) vide letter nos. 2000/RE/161/1 Pt III (ACTM Pt. I) FTS 2045 Dated 15.5.2013, and 8.7.2013 respectively.

4.0 Conversion of 1500 V DC OHE to 25 KV AC has already taken place in Central Railway, with the same design for more than 1035 TKM, out of total 1681 TKM, where electric trains have been running safely with a OHE speed potential of 105 KMPH at 284 X-Overs as well as on plane track since more than three years. It is pointed out here that, space constraint and the need for a techno-economic feasible solution within the available constraints, has led to the adoption of the present design of Converted OHE in Mumbai suburban area. It is also pertinent to mention here that, in Mumbai Suburban section of Western Railway, 450 TKM of 1500 V DC OHE has been converted into 25 KV AC, and complete section has been commissioned since February 2012, where electric trains are running safely.

5.0 With regard to the Panto-entanglement cases brought out in Para 2.2 of the Report of CCRS, the Report submitted by Central Railway has been analysed and it is established that the Panto entanglement cases are not attributed to the Converted OHE design. As far as Panto entanglement of S-9 EMU Rake on 26.06.2012 in Badlapur-Vangni section of Mumbai Division is concerned, the same took place due to falling of a new mast on the OHE which was being erected adjacent to the existing OHE, without being properly secured. During the Year 2013-14, there are three cases of Panto entanglement cases in Mumbai Division of Central Railway only on DC territory, which are attributed to bad maintenance/poor workmanship. It is worthwhile to mention here that on Western Railway, there has not been any Panto entanglement case on similar Converted OHE during 2012-13 and 2013-14 till now. As matter of fact, Panto entanglement occurrences can be reduced through effective maintenance practices on observance of the relevant Maintenance Instructions.

6.0 In view of the above, the deviations from the standard stipulations of ACTM will not have any effect on speed at which interaction between Pantograph and Contact Wire takes place on crossover as well as on plane track and the interaction will be smooth without any associated safety risk. There will be no adverse effect of deviations from the standard stipulation of ACTM in any way as the basic configuration of Overhead Traction Equipment as well as nature of current collection system remains the same.

7.0 Para-wise reply regarding the Deviations from ACTM for the Converted OHE brought out in the Report of CCRS is enclosed in the Annexure-I.

Therefore, it is requested that authorization for conversion of 1500 Volt DC traction to 25 KV in Kalyan-Thane (Excl.) and Thane (Excl.) - LTT (via 5th & 6th line) may please be accorded on priority.

This issues with the approval of **Board (ML).**

(S.K. Agrawal)
**Executive Director, Civil Engineering (B&S)**
**Railway Board**

**DA: As above**

**Copy to :**

(i) General Manager, Central Railway, Mumbai CST

(ii) General Manager, C O R E, Allahabad - 110001

O/C 18/12

Annexure-I

**Parawise remarks on the observations of CCRS vide R.12031/01/2013-14-TW dated 10.12.2013, regarding ten deviations from ACTM for converted 25 kV AC OHE.**

(a) **Non-standard single span overlap (AC overlaps are 3/4 span) :**

3-4 span overlaps are provided with conventional 25 kV AC regulated OHE for speed potential of 160 kmph, whereas single span overlaps have been provided for converted 25 kV AC OHE, with maximum permissible speed of 105 kmph. Overlaps span similar to standard conventional 25 kV AC OHE are not possible for converted AC OHE due to space constraints in Mumbai suburban area. Moreover, existing single span overlaps in Mumbai suburban area have been working satisfactorily in 1500 V DC OHE at permissible speed of 105 kmph since more than 80 years. This is a time tested design.

(b) **Obligatory masts not provided on turnouts:**

The purpose of obligatory mast at turnouts for conventional 25 kV AC, regulated OHE is to ensure firmness of OHE so that panto - OHE interaction is smooth at 160 kmph speed (while the trains negotiating main line). Since provision of obligatory mast poses a space constraint near the tracks, without infringing the SOD the alternate existing design of providing crossed type turn out with /without knuckle arrangement is a workable answer in Mumbai suburban area. This is a time tested design.

(c) **OHE is unregulated type:**

Regulation of OHE with heavier conductor (193 $mm^2$ contact, 242 $mm^2$ catenary) require higher tension, thereby improved level of regulating equipment, which is not required at speed potential of 105 kmph.

(d) **Span lengths of OHE are more than specified in the ACTM:**

Span lengths in original DC OHE as well as converted 25 kV AC OHE are maximum 69 m as against 72 m in case of 25 kV AC OHE as stipulated in ACTM for OHE with speed potential of 160 kmph..

(e) **Contact wire gradient and relative gradient of contact wire in two adjacent spans are not as per the standard laid down in ACTM :**

Contact wire gradient and relative gradient is directly linked with span length and weight of OHE which is different between this converted OHE and the conventional AC OHE as per ACTM which is for regulated OHE. Moreover, the cantilever assemblies are not swiveling type in this converted OHE. Hence, the contact wire gradients will be different between this converted OHE and normal conventional regulated OHE. This contact wire gradient is required for smooth current collection. In case of 25 kV AC, the current is much lower as compared to 1500 V DC. Hence, current collection would be better with converted 25 kV AC OHE. Moreover, contact wire gradients defined in ACTM are for speed potential of 160 kmph where as the converted OHE proposed here is of 105 kmph only.

NR Raj
EDRE(P)

Hence, the existing arrangements of providing knuckle arrangement on turn out locations (without obligatory mast supports) and at overlap (where it is not possible to provide obligatory masts support) is made for the permissible sped potential of 105 kmph in the converted 25 kV AC OHE. This is a time tested design.

(g) **Non-standard cantilever / bracket assembly :**

The design of cantilever assembly is directly linked with cross section of OHE (contact and catenary) and its weight. A heavier OHE necessitates a heavier / thicker cantilever assembly with holding arrangement being also different. The OHE used after 25 kV AC conversion continues to remain as 242 $mm^2$ catenary/193 $mm^2$ contact as against 65 $mm^2$ catenary/107$mm^2$ contact wire for conventional OHE.

Moreover, existing cantilever/bracket assemblies are proven in the field since long for the speed potential of 105 kmph, which is the present speed potential. Thus, these are suitable for converted AC OHE.

(h) **Higher cross-section catenary wire (242/129 $mm^2$) & contact wire (193$mm^2$)**

1500 Volt DC OHE requires heavier cross-section conductors as current to be carried is more for the same power requirement. In AC OHE, since the voltage level has gone up, the current requirement goes down which means lesser cross-section conductors would suffice. However, these existing conductors have residual life & moreover with increase in loads in future, it was consciously decided not to change these conductors. In addition, with higher cross section of conductors, voltage regulation will improve and energy losses will be reduced. Hence, this design is considered to be in order.

(i) **Non-Standard droppers & jumper schedule:**

OHE in Mumbai Division of Central Railway has span lengths different from the conventional AC OHE. These span lengths were maximum 69 m in 1500 V DC OHE & have continued to remain the same even after conversion to 25 kV AC. In conventional 25 kV AC OHE design, as per ACTM, spans are of maximum 72 m. Since, span of converted 25 kV AC OHE are different than conventional 25 kV AC OHE, hence the droppers & jumper schedules are also different. Moreover, existing droppers & jumpers are for carrying more current capacity than required in 25 kV AC OHE. Hence, the design being used by Central Railway is considered to be in order, which is a time tested design..

(j) **Provision of short neutral section assembly (double SI type) on cross over locations separating 1500 Volt DC & 25 kV AC:**

Short neutral section assembly is provided only on cross-over in KYN-Thane(ex) & Thane(ex)-LTT (Via 5th & 6th line) as a temporary solution to separate 1500 V DC & 25 KV AC. Moreover, the permitted speeds on such cross-over is 30 KMPH, as per RDSO, which serves the purpose. This is only temporary arrangement and will be removed when Thane-CSTM section also gets converted to 25 KV AC OHE.

N.R.Roy 16/12/13

EDRE(P)

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

सं. 2013/CEDO/SD/23 New Delhi, Dated 16.12.2013

Principal Chief Engineer,
North Western Railway,
Jaipur

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

संदर्भ : N.W.Rly's letter no. CAO/C/JP/415/SGNR-HMH, dated 14.11.2013

Commission has forwared North Western Railway's above referred letter for condonation of infringements to IRSOD for adoption of lesser horizontal clearances for the Signal Structures on Sri Ganganagar - Hunumangarh section of Bikaner Division of North Western Railway.

While processing the above proposal, EDTk/Machine has passed the following remarks :

*"The infringements proposed to be condoned would be a hinderance in track maintenance by BCM and also FRM & BRM. Mechanical maintenance is now becoming essential. All efforts need to be made be to avoid such infringements. In this context, Railway could have explored the following options :*

*(i) Lowering the top of foundation of signal during design & construction so that foundation does not come above formation level.*

*(ii) Using portals across track to avoid erection of signal posts between tracks.*

*As this would be permanent restriction on working of BCM and hence impede satisfactory deep screening of track."*

Railway may kindly review the proposed infringements in the light of alternative suggested above or any other appropriate alternative.

16.12.13

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

Copy forwarded for information and necessary action to :

1. The General Manager, North Western Railway, Jaipur.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor,Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. 221/1220, dated 19.11.2013.

रेल मंत्रालय
Ministry of Railways
Railway Board

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

सं. 2011/CEDO/SR/15/O/Vol.I

New Delhi, Dated 16.12.2013

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

विषय : Review of provisions of Para 4.3(7) of IR's Policy Circular No. 7- Proposed Addendum & Correction Slip (ACS) No. 1 to PC-7.

संदर्भ : Railway Board's letter no. 2011/CEDO/SR/15/O, dated 08.10.2012.

1. Vide above reference, Policy Circular No. 7 on the subject of "Opening of Section And Sanctioning of Sectional Speed on Indian Railways" was issued with the approval of Board (MM, ML, MT, ME & CRB) after examination by Advisor/Safety and in consultation with CCRS.

2. In terms of references received from Zonal Railways w.r.t. provisions of Para 4.3(7) of Policy Circular no. 7, the matter has been examined in Board. Since as per Clause 4(2) of The Railway Act 1989, *"The General superintendence and control of Zonal Railway shall vest in the General Manager"*, Board have considered modification to the existing provisions in the form of Addendum & Correction Slip (ACS) No. 1 to PC-7 as under :

| **Existing Provisions** *(Para 4.3(7)) of PC-7* | **Proposed Modifications to Provisions** *(Para 4.3(7)) of PC-7* |
|---|---|
| **Item 4.3(7)** - Submission of Safety and other Certificate, at page 5 of PC-7 : | **Item 4.3(7)** - Submission of Safety and other Certificate, at page 5 of PC-7 : |
| (7) In addition to above documents, it shall be ensured by the Chief Engineer, (Construction) in-charge of the project that **Sanction Of Staff** as per Railway Boards' approved formula & yardstick/norms for all related categories of staff (e.g. currently | (7) With a view to ensure safety, Ministry of Railways, Railway Board have issued certain norms, yardsticks and guidelines to make arrangements available at the field level for maintenance of various assets and these are updated from time to time. The latest such instructions are to be referred when needed.<br><br>However, as per Clause 4(2) of The Railway Act 1989, *'The General superintendence and control of a Zonal Railway shall vest in the General Manager'*. Therefore, the responsibility of making available with the field units all requisite arrangements, including manpower either through departmental means or through suitable |

| | |
|---|---|
| approved MGNTM formula for Trackman etc.) is available before applying for opening of section for regular operation of goods/passenger trains.<br><br>A Certificate to this effect shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above | contractual agencies as the case may be, for maintenance of all assets so as to ensure safe running of trains, lies with the General Manager. These aspects shall be duly taken into account by Railways while making arrangements for regular maintenance and applying to CRSs for opening of section.<br><br>The details of arrangements required and being made available for maintenance duly approved by General Manager shall be submitted to CRS/Competent Authority alongwith other prescribed documents mentioned above. |

3. Contents of the above draft Addendum & Correction Slip (ACS) No. 1 to PC-7 have been examined and consented by AM/CE & Adv./Safety and Board have viewed that approval to the proposed modification would be accorded after consulting CCRS.

4. It is, therefore, requested that CCRS may kindly give his valuable advice as consultation to the above mentioned proposed modification to Para 4.3(7) of Policy Circular no. 7. An early reply with the valuable considered views is requested please; so that it may be finalised and approved by Railway Board accordingly.

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

O/C

17/12/13

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

No. 2011/CEDO/SR/15/O/Vol.I New Delhi, Dated 16th December 2013

**The General Managers**
**All Indian Railways.**

**Sub :** **Organising the resources for Track Maintenance Activities on Indian Railways - "Standing Instructions".**

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

(ii) GM/WR's D.O. letter no. W.615/8(AKV-RAJ), dated 03.10.13 addressed to ME.

(iii) PCE/SCR's letter no. W.NG.9.3 GS/GL(Pilot), dated 16.9.11, addressed to ME.

1. In reference to above, some Railways have brought out that stipulations made in Railway Board's Circulars are coming in the way of opening of new sections, as Railways are finding it difficult to create P.Way staff as per MCNTM report. The issues, referred in terms of above-mentioned letters, have been considered by the Board (ME, FC & CRB) and clarifications have been issued to NWR and WR vide letters no. 2011/CEDO/SR/15/ O/Vol.-I, dated 04.9.13 & 20.11.13 *(copies enclosed as Annexure-2 & Annexure-3 for ready reference and guidance).*

2. In this connection, attention is drawn to Clause 4(2) of The Railway Act 1989, which reads *"The General superintendence and control of a Zonal Railway shall vest in the General Manager".*

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

4. In view of the foregoing, the responsibility of making available with the field units, all requisite arrangements including manpower through departmental staff as well as through outsourcing as per needs, for maintenance of all assets including track, so as to ensure safe running of trains, lies with the General Manager.

5. Regular exercise for working out the required strength of Trackman as per MCNTM formula, for maintenance of all running sections on the Railway, should be carried out by Zonal Railways on every 1st April jointly by PCE, FA&CAO and CPO. This will ensure zero based review, as per actual traffic and other related conditions every year. The resultant status w.r.t. total requirement of Trackman on

Zonal Railway as a whole (for surrender or creation or re-distribution) should accordingly be worked out every year in a systematic manner.

This exercise shall, thus, also serve purpose of possible redistribution on Zonal Railway and for managing the gap between 'Actual Trackmen on Roll' & 'Requirement of Total Trackmen', by a rational deployment of contractual agencies till requisite posts, as needed, are created and vacancies are filled up. This exercise should also take into account the actual mandays loss beyond what is accounted for.

6. A 'sample calculation format' for this annual exercise for working out the maintenance requirement based on MCNTM formula and shortfall, keeping in view the vacancies and for the absence of staff on duty beyond the prescribed provisions is enclosed herewith as Annexure-1.

7. Railways should also ensure that mechanism for timely filling up of vacancies is in place and vacancies are filled.

8. Sufficient funds should also be provided under revenue grants on pro-rata basis for such contractual activities.

9. It is, therefore, advised that General Managers should ensure that track maintenance activities in the field are organised through either departmental resources or through outsourcing or a combination thereof depending on the situation, so as to meet the entire requirement of track maintenance.

10. Receipt of this letter may be acknowledged.

This issues with the approval of Board (ME).

Enclosure : One Format and Two letters, as above

(आलोक कुमार) 16-12-13

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

No. 2011/CEDO/SR/15/O/Vol.I New Delhi, Dated 16th December 2013

Copy to (i) The Chief Commissioner of Railway Safety and The Commissioners of Railway Safety, all Circles for information please.

(ii) The Pr.CEs, FA&CAOs and CPOs of all Indian Railways for information and necessary action.

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

Annexure-1

Sample Calculations of Outsourcing, Needed for Safety Related Track Works at Various Locations on a Zonal Railway, for all sections as are in operation as of 01.04.2013 And So On

(Note : All these figures are in respect of Trackmen only, which includes only RG component of Gateman & Keyman, this being part of Gang Strength Calculations)

| Division | Total MCNTM Requirement of Trackmen incl. 12.5% LR | BOS of Trackmen | Uncovered Gap of Trackmen "MCNTM Minus BOS" | | | | | | | Uncovered Gap of Trackmen "(MCNTM Minus BOS) + (BOS Minus Men on Roll)" | | | | | | | | Total Outsourcing to be done, in equivalent Trackmen |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total Gap | Identified Activities for Outsourcing to the extent currently permitted by the Zonal Railway | | | "MCNTM Minus (Identified Activities Plus BOS)" | | | Actual Trackmen on Roll | Shortfall "BOS Minus Trackmen on Roll" | | | Mandays lost on account of Absenteeism amongst Trackmen on Roll, for more than what can be accounted by 12.5% LR | | | | |
| | | | | Total requirement identified for Outsourcing | 12.5% LR component of saving on Outsourcing Component | To be outsourced after saving | Total requirement to be Created | 12.5% LR component of saving, if not created and is needed to be Outsourced | Actual Extent of outsourcing after saving, if to be Outsourced | | Total Gap | 12.5% LR component of saving | Component of outsourcing to be done | Actual Mandays lost in last FY as per Attendance Sheet | Equivalent Trackmen | 12.5% LR component of Men on Roll | Quantum to be Outsourced | |
| | a | b | c=(a-b) | d | e=(0.125xd) | f=(d-e) | g=(a-(b+d)) | h=(0.125xg) | i=(g-h) | j | k=(b-j) | l=(0.125xk) | m=(k-l) | n | o=(n/284) | p=(0.125x[]) | q=(o-p) | r=(f+m+p+q) |
| Div 1 | 5380 | 4262 | 1118 | 1114 | 139 | 975 | 4 | 1 | 3 | 3310 | 952 | 119 | 833 | 281637 | 958 | 414 | 544 | 2355 |
| Div 2 | 4410 | 3765 | 645 | 904 | 113 | 791 | -259 | -32 | -227 | 2614 | 1151 | 144 | 1007 | 194783 | 663 | 327 | 336 | 1907 |
| Div 3 | 4111 | 3146 | 965 | 859 | 107 | 752 | 106 | 13 | 93 | 2312 | 834 | 104 | 730 | 184799 | 629 | 289 | 340 | 1915 |
| Div 4 | 1454 | 1167 | 287 | 330 | 41 | 289 | -43 | -5 | -38 | 753 | 414 | 52 | 362 | 87412 | 297 | 94 | 203 | 816 |
| Div 5 | 1601 | 1099 | 502 | 274 | 34 | 240 | 228 | 29 | 199 | 630 | 469 | 59 | 410 | 45020 | 153 | 79 | 74 | 923 |
| Div 6 | 2638 | 1590 | 1048 | 436 | 55 | 383 | 610 | 76 | 534 | 1183 | 407 | 51 | 356 | 136447 | 464 | 148 | 316 | 1589 |
| Total | 19594 | 15029 | 4565 | 3919 | 489 | 3430 | 646 | 82 | 564 | 10802 | 4227 | 529 | 3698 | 930098 | 3164 | 1351 | 1813 | 9505 |

This part 'd' may not be proposed for creation, till such time outsourcing continues for the activities, currently permitted and the extent thereof, as identified by Zonal Railways

This part 'g' will be created and filled up, as per extent rules. Once men are physically available, this outsourcing will be discontinued

Posts already exist for this part 'k'. However, these vacancies are existing for want of timely recruitments. This outsourcing will keep changing from year to year as per above actuals

This part 'n' will be worked out on actual basis by Zonal Railways/Divisions for the year ending on 31st March as per Musters, and got vetted from Associate Finance once every year, Column 'n' will be filled accordingly as per vetted figure. Column 'r' will change accordingly

The above Column 'r' gives total outsourcing for the FY 2012-2013 & so on

Notes :

1. The similar exercise shall be done by each Division for all the SSEs/PW (Incharges) on the Division and the above components of outsourcing, shall be distributed amongst them as per respective shortfall. The Divisional total, as shown in Column 's' for this additional outsourcing, shall not be exceeded.
2. The above statement will be worked out every year and jointly signed by Sr.DEN/Coord, Sr.DPO and Sr.DFM and action taken as per Instructions issued by Board.
3. The activities and their extent, to be permitted for outsourcing as per Column 'd' above, will be decided by respective CTEs/PCEs. So long as this outsourcing continues, the required posts for these identified activities, may not be created.

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

**Annexure-2**

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

The General Manager,
North Western Railway,
Jaipur.

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

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

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

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

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

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

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

This issues with the approval of Board (ME).

04/09/13

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

Annexure-3

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

No. 2011/CEDO/SR/15/O/Vol-I New Delhi, 20th November 2013

The General Manager,
Western Railway,
Mumbai.

Sub :- Opening of new section, i.e. Ankaleshwar-Rajpipla, on Western Railway.

Ref : (i) GM/WR's D.O. letter no. W.615/8(AKV-RAJ), dated 03.10.13 addressed to ME.
(ii) WR's letters no. W.615/8(AKV-RAJ)(W-2), dated 19.3.13 & 11.07.13.

In above reference, it has been advised by Western Railway that section 'Ankaleshwar - Rajpipla' (62.89 km long), is ready for commissioning after gauge conversion from NG to BG. It has been further mentioned by WR that - *"this section is an isolated non-electrified section and only few passenger trains will be run. Because of very less traffic, the track will require less maintenance. It is, therefore, proposed that line may be opened by deploying minimum possible staff."*

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

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

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

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

This issues with the approval of Board (ME).

20/11/13

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

NP-1

**No. 2012/CEDO/SD/RS/04 (Duplicate)** S. No. 2Receipt

**Sub** : Condonation of infringement to IRSOD of 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna, to RDSO Drg. No. MEMV-00 01/00, REV.01.

1. The original case file no. 2012/CEDO/SD/RS/04 has been processed by CE (G) Directorate for Board's (MM, ML, MT & ME) approval through Adv/Safety on 05.07.2012 and found untraceable (SN-1).

2. Based upon photo copies (SN-2 to SN-2/18), as given by RE Dte., a duplicate file has been created.

3. The P.U.C.(SN-2/1) is an application from ED/Track-I, for Director General/Track, R.D.S.O., Lucknow, duly forwarded through C.C.R.S./LKO(SN-2), seeking the sanction of Ministry of Railways, Railway Board for condonation of infringement to IRSOD of 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01.

4. The design of above 4-Wheeler Self- Propelled Mast Erection Machine Vehicle (MEMV) infringes :

(i) **Clause 15** - maximum rigid wheel base for four wheeled by 1900mm (i.e.8000mm instead of 6100mm)

(ii) **Clause 19** - maximum length of body or roof for: (a) 4-wheeled vehicle by 3360 mm (i.e 11900mm instead of 8540mm)

(iii) **Clause 20** - maximum length over side buffers; (a) 4-wheeled vehicle by 3360 mm (i.e 13170mm instead of 9810mm).

of Schedule I, Chapter-IV(A) of Indian Railway Schedule of Dimensions (B.G.), Revised, 2004 ( SN-3), as shown in Annexure-I (SN-2/3).

5. The above infringements in Para 4 have already been condoned by Railway Board's vide letter no. 2004/CEDO/SR/19, dated 04.01.2005 (SN-2/4); regarding "Infringement of IRSOD by Utility Track Vehicle (UTV) supplied by M/s Phooltas Tamper Pvt. Ltd, Patna."

6. The application has been duly forwarded by CCRS/LKO with following condition :

"Instructions related to movement of the machine on Points and Crossings/Turnouts and Diamond Crossings should be incorporated in the Speed Certificate whenever being issued. In

addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should also be clearly mentioned in Speed Certificate."

7. In view of the above, the case is put up for Board's sanction for condonation of infringement to IRSOD of 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV) manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna to RDSO Drg. No. MEMV-00 01/00, REV.01, with CCRS condition given in Para 6 above.

03/08/12
TA/EDCEG

- ADE/Civil 3.8.12
- EDCE(G)
- EDRE/P
- Adv (Safety)
- AM/CE
- MM
- ML
- MT
- ME

As desired, letter for RDSO is placed below for sig PR, if approved.

TA/EDCE(G)
06/8/12

. ADE/Civil 6.8.12

. EDCE(G) 7/8/12

. ADE/Civil SM.J issued on 7.8.12

SH-4 (Receipt) (w.r.t. SH/3)

No. 2012/CEDO/SD/RS/04 (Duplicate) SN / 2 & 4 Receipt

**Sub :** Condonation of infringement to IRSOD 2004 for 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd. to RDSO Drg. no. MEMV-00 01/00, REV.01.

**Ref :** CCRS's office letter no. Q.11027/8/2012-T.W., dated 03.7.12 (SN/2).

1. Vide letter referred above, CCRS has forwarded RDSO's letter no. CT/DDL/DMU, dated 14.02.12 (SN/2-1) for Board's condonation, the infringement to IRSOD 2004 by 4-Wheeler Self-Propelled Mast Erection Machine Vehicle (MEMV), manufactured by M/s Phooltas Tamper Pvt. Ltd., Patna, to RDSO Drg. no. MEMV-00 01/00, REV.01 with following condition :

   *"Instructions related to movement of the machine on Points and Crossings/ Turnouts and Diamond Crossings should be incorporated in the Speed Certificate whenever being issued. In addition, issues related to movement of the machine in Train formation in case of emergency should also be considered & addressed and accordingly, instructions for movement in such cases should also be clearly mentioned in Speed Certificate."*

2. Since 4-wheeler rolling stocks are prone for derailment, especially at points & crossings, these have already been banned on IR system. Moreover, the speed potential of the section cannot be utilised due to 4-wheeler design, thereby wasting the section capacity in train operation.

3. Therefore, it is the considered opinion that such derailment-prone 4-wheeler rolling stocks should not be added further to the fleet on IR system.

4. Since the case has been processed for condonation of infringement to IRSOD 2004 at the design stage of the proposed rolling stock, it cannot be agreed to. The Design should instead be done for the 8-wheeler Mast Erection Machine Vehicle and the infringements, if any thereafter, may be considered by Board for condonation etc. (A)

5. RDSO's clarification vide SN/4 that *"The Squeeze Load Test and prototype inspection of MEMV have already been carried out by different Directorates of RDSO"* is not acceptable, since development & manufacturing of any stock has to be done only after sanction of Board to infringement, if any to IRSOD 2004.

6. In view of above, RDSO and Electrical Directorate need to be advised accordingly.

TA/EDCE(G)
21.8.12

- EDCE(G) (A) may kindly be considered for approval 21.8.12
- AM/CE 21/8/12
- MT
- ME Has the vehicle been manufactured or it will be manufactured after condonation ? If already manufactured, what use it will be put to ?
- ML

27/8/12

-3-

showing with these condonations.. It would therefore be in order to permit Mast Erection Machine Vehicle (MEV)

4/9/12

4/9/12

MT and ME may kindly discuss with me jointly as per their convenience.

A Ahmed
... 03/9/12
MT

As discussed, ME may kindly consider.

1.10.12
ML

Do we intend manufacturing more such vehicles? If yes then we may have to one off case, we may have to reconsider.

A Ahmed
... 03/9/12
MT

**No.2012/CEDO/SD/RS/04 (Duplicate)/FTS-48943.**

Following points are put up for consideration of **Board (ML, ME)**:

1. These MEMVs are of the same design as the UTVs used for track maintenance. Eighty numbers of these type UTVs are already in use on IR. Moreover, Track Directorate is purchasing about twenty such machines every year and recently also an order of eighteen numbers is under vetting.
2. Seven numbers of MEMVs are being purchased against this order and another tender for five numbers is due for opening on 10th October, 2012.
3. These self-propelled machines are very useful for electrification for erecting masts/portals.
4. In view of above condonation as requested on NP-2 (para-7) may please be accorded.

**Adviser RE**
05-10-2012

In future, it is planned to acquire 8-wheeler vehicles for this purpose. ME may please agree to the proposal at np-2

~~ME~~

~~ME~~ * (A) on np-2 approved for 7+5 (tender being opened) MEMVs.
* EDCE(G) may pl. discuss also.

08/X/XII

EDCE(G).

1. Discussed with ME on dated.
2. Please issue the letter as appl. by Board.
3. Please also write to DG/RDSO for 8-wheeler design of UTVs and subsequent procurement of only 8-wheeler UTVs by Engg. Deptt.

16.10.12
EDCE(G)

To ADE/Civil

SNo.8 issued dated 16.10.12
SNo.9 issued dated 17.10.12

17.10.12

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

No.2013/CEDO/ORI/04

New Delhi, Dated 11.12.2013

The General Manager,
Southern Railway
Chennai.

**Sub** : Introduction of Passenger train service under 25 KVA electric traction on Dindigul Jn (excl)- Madurai Jn. BG double line section and Madurai Jn.-Virudunagar Jn. (incl.) BG single line section in Madurai Division of Southern Railway.

**Ref** : CCRS's O.M. no. R.12047/01/2013-14-T.W, dated 20.11.13 (copy enclosed)

Vide Memorandum referred above, observations of CCRS on the inspection report of CRS/Southern Circle have been forwarded in the form of CCRS note, with the request that :

*"Railway administration should be directed to get the complete work inspected and tested thoroughly and ensure that requirements laid down by the Central Government have been complied with and then give information/details, test reports to this effect to CRS, who will examine the case further and submit his report."*

Railway is advised to take necessary action on CCRS's observations early and send the information/details, test reports to this effect on different item recorded in juxta-position to the above document to CRS/Southern Circle, who will examine the case further and submit his report endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

Encl. O.M.(02 pages)

11/12/13
(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 for information in reference to his above-mentioned Office Memorandum, dated 20.11.2013.
- Chief Administrative Officer(C), Southern Railway, Chennai Egmore.

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

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

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

EDE(4)

No.R-12047/01/2013-14-T.W. Dated 20.11.2013

137

**OFFICE MEMORANDUM**

**Subject:- Chief Commissioner of Railway Safety's Note on "Introduction of Passenger train services under 25 KVA electric traction on Dindigul Jn (excl.) – Madurai Jn. BG double line section and Madurai Jn.-Virudunagar Jn.(incl.) BG single line section in Madurai Division of Southern Railway"**

The undersigned is directed to forward a CCRS note, on the above cited subject to the Ministry of Railways to take further action on the subject matter.

The action taken may kindly be advised.

(PULOK SENGUPTA)
SECTION OFFICER (RS)
Tel: 09794842051

DA: Copy of CCRS Note

To

The Secretary,
Ministry of Railways
(Railway Board)
Rail Bhawan, NEW DELHI

**CCRS's note on the Inspection report for "Introduction of Passenger train services under 25 KVA electric traction on Dindigul Jn (excl.) – Madurai Jn. BG double line section and Madurai Jn.-Virudunagar Jn.(incl.) BG single line section in Madurai Division of Southern Railway".**

1. On receipt of a reference from General Manager, Southern Railway, for inspection of 25 KVA electrification works in Dindigul Jn - Madurai Jn BG double line section and Madurai Jn – Virudunagar Jn BG single line section of Madurai division, CRS/Southern Circle examined the reference and inspected the line on 21.08.2013.

2. Commissioner of Railway Safety has not sanctioned opening of line, under reference, for Public Carriage of Passengers. He has submitted his report stating grounds therefor and requirements to be complied before opening of the line for Public Carriage of Passengers.

3.0 Compliance of prescribed requirements

3.1 It has been reported by CRS/Southern Circle that design of OHE Masts in Madurai Jn – Virudunagar Jn section do not comply with the requirement as wind speed has not been considered as per Zones prescribed in relevant IS code.

3.2 Railway administration should be directed to submit their position on the matter and relevant design details to CRS. CRS after examination of these details will report on suitability of OHE masts.

3.3 It has been noted that some prescribed requirements of resistance of earthing having direct bearing on safety have not been complied. It is also mentioned in the report that some axle counter circuits were affected when the OHE was charged. Apparently some requirements were not complied.

3.4 CRS can not be expected to check/test all requirements at all locations. CRS can only do sample checks to satisfy himself. Full checking/testing can only be got done by railway administration.

3.5 Railway administration should be directed to get the complete work inspected and tested thoroughly and ensure that requirements laid down by the Central Government have been complied with and then give information/details, test reports to this effect to CRS, who will examine the case further and submit his report.

Prashant 20/11/13

**(Prashant Kumar)**
**Chief Commissioner of Railway Safety**

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

No.2013/CEDO/ORI/06. New Delhi, Dated 11.12.2013

The General Manager,
North Central Railway
Allahabad

Sub : Opening of Railways - Opening of the new BG rail line between Lalitpur - Tikamgarh stations in Jhansi division of North Central Railway for Public Carriage of Passengers.

Ref : CCRS's letter no. R.12015/01/2013-14-T.W, dated 04.12.2013.

The above section was inspected by CRS, NE Circle, Lucknow in February 2013 and opening of the section was authorised by him vide letter no. 700/I/Q/OPG /Pt./JHS/SANC-116, dated 05.03.2013 with certain observations. The inspection report has been forwarded to Board by CCRS vide his letter under reference.

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

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

Copy forwarded for information and necessary action to :

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

सं. 2011/CEDO/SR/15/O/Pt.I
Dated 11th December, 2013

**विषय : Modification to Para "1.02(4)" and "4.08(1)(a)" of Indian Railways (Open Lines) General Rules, 1976.**

संदर्भ : (i) West Central Railways' letter, dated 23.01.2013.
(ii) Adv./Safety's note, dated 18.09.2013.

1. As reported by WCR on 23.01.13, CRS/Central Circle had raised certain objections to the increasing of sectional speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section by Railway in terms of Para 10.1 of IR's Policy Circular no. 7 for "Opening of Sections and Sanction of Sectional Speed on Indian Railways.

2. CRS had mentioned in his letter, dated 22.01.13 as under :

*"Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110kmph. Instructions issued vide WCR letter no. W-HQ/311/Br./CRS/Speed Raising (ET-JBP)/332, dated 11.01.2013 should be withdrawn."*

3. The referred provisions of Indian Railways (Open Lines) General Rules, 1976 are as under :

***Para 1.02(4)*** : *'Approved Special Instruction' means special instructions approved of or prescribed by Commissioner of Railway Safety*

***Para 4.08(1(a)*** : *Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions*

4. **Modification to Para "1.02(4)" and "4.08(1)(a)" of Indian Railways (Open Lines) General Rules, 1976** was initiated by CE(G) Directorate on 08.03.13 for Board's (ME & MT) approval as under :

| Existing | Proposed |
|---|---|
| 1.02 **Definitions** - In these rules, unless the context otherwise requires, -<br>(4) Approved Special Instruction means special instructions approved of or prescribed by the Commissioner of Railway Safety | 1.02 **Definitions** - In these rules, unless the context otherwise requires, -<br>(4) Approved Special Instruction means special instructions approved of or prescribed by the Commissioner of Railway Safety or as approved by Railway Board (Ministry of Railways) |
| 4.08 **Definitions** - In these rules, unless the context otherwise requires, - | 4.08 **Definitions** - In these rules, unless the context otherwise requires, -<br>(1)(a) Every train shall be run on each |

| | | |
|---|---|---|
| (1)(a) | Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions. | section of the Railway within the limits of speed sanctioned for that section by approved special instructions.<br>However, subsequent increase in the sectional speed of the already opened section by GRS may be done through special instructions and Policy Circulars issued by Railway Board (Ministry of Railways) after ensuring the required safety provisions. |

5. Safety Directorate informed that : *"Papers taken over on file no. 2013/Safety (A&R)/19/1"*

6. The case was further processed by Safety Directorate on 21.03.13 in their file no. 2013/Safety (A&R)/19/1 for Board's (ME & MT) approval as under :

| Existing | | Proposed | |
|---|---|---|---|
| 4.08 | **Definitions** - In these rules, unless the context otherwise requires, - | 4.08 | **Definitions** - In these rules, unless the context otherwise requires, - |
| (1)(a) | Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions. | (1)(a) | Every train shall be run on each section of the Railway within the limits of speed sanctioned for that section by approved special instructions.<br>However, speed of a section already sanctioned under Approved Special Instructions may subsequently be increased by Railway Administration upto a limit prescribed by Railway Board after ensuring standards of track and signalling system on the route as may be prescribed by Railway Board. |

7. Board (ME & MT) approved the above proposal on 29.03.13 & 18.04.13 with ME's remarks - *"Amendment proposed in GR 4.08(1)(a) may be agreed to."*

8. Safety Directorate processed for further approval to modification in Para 4.08 of 'General Rules' and case was referred to Ministry of Law & Justice on 24.05.13.

9. ALC/Legislative Department/Ministry of Law & Justice, replied and opined on 23.08.13 that :

*"Since the proposed amendment in the Indian Railway (Open Lines) General Rules, 1976 is in conflict with the decision taken by the Commissioner of Railway Safety, which is the competent authority to accord sanction for increase in the sectional speed; the administrative Ministry is once again requested to obtain a legal opinion from the Department of Legal Affairs."*

10. Accordingly, Safety Directorate sent a note on 30.08.13 to Legal Adviser/ Railways and requested for furnishing his considered views and clarifying the position to the Ministry of Law & Justice.

11. Legal Adviser/Railways did not agree with Board's proposed modifications to GR and conveyed on 16.09.13 his observations as under :

*"Both the opening of a Railway Section as well as subsequent sectional increase of speed is with CRS as it is guided by 'approved special instructions' and these are defined to be 'prescribed by the Commissioner of Railway Safety'. After the amendment, it is proposed to give the power to Railway Board for subsequent increase in sectional speed by orders of Railway Board although the power to issue 'approved special instructions' remains with CRS. In view of this, this office tends to be agreeing with the views of the ALC that the proposed amendment appears to be in conflict with the existing powers of CRS."*

12. Thus, modification to "4.08(1)(a)" of Indian Railways (Open Lines) General Rules, 1976, was not been agreed to by the ALC/Legislative Department/Ministry of Law & Justice and also by LA/Railways. This was conveyed by Adv./Safety to CE(G) Directorate on 18.09.13.

13. Adviser/Safety was requested again on 30.10.13 to reconsider the matter, as similar issues have also been raised by WR on 10.10.13.

14. Para 10.1 of Policy Circular no. 7 states that :

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

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

*10.1 For Speed Upto 110 Kmph On Broad Gauge*

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

*However, sanction to the proposal for increasing the sectional speed from the existing sanctioned speed to the proposed 110 kmph speed potential shall be granted by the Principal Chief Engineer by following all the procedures (with documents) as required to be submitted to CRS for opening of section."*

15. In terms of Para 10 of PC-7, Railway Board approved increase in sectional speed upto 110 kmph by the concerned Zonal Railway (PCE) after ensuring all the rules & procedures, as required to be followed by CRS for opening of a sections (for already opened sections only). However, increase in speed beyond 110 kmph and further beyond 120 kmph were legislated only through the concerned CRSs in terms of provisions contained in Para 10.2 and 10.3 of Policy Circular no. 7.

16. There was no clarity on Railways w.r.t. increase in sectional speed for the already opened sections. Also, there was no system through which utilisation of investments already made through augmentation, advancement & modernization of assets in the fields of track & signalling could be ensured in those sections of IR which were already opened by CRS after his inspection & authorisation. It was, therefore, considered proper to legislate such modalities, in the form of Para 10 of PC-7, duly approved by Board.

17. Since in implementation of provisions of Para 10 of PC-7, Para 4.08 of GR was found to be one hindrance, as pointed out by CRS; it was considered appropriate by Board (ME & MT) alongwith consent of CRB that small modification to Para 4.08 of GR, as highlighted in Para 6 above is justified and may be incorporated.

18. Since Board have already approved such changes to Para 4.08 of GR and MT is the custodian of "Indian Railway General Rules"; only the procedural part was to be ensured through Ministry of Law & Justice. While Department of Legislation had made certain observations, it was mentioned by them that legal opinion from Department of Legal Affairs should also be taken. But from the proceedings mentioned above, it is observed that Legal Advisor/Railways did not agree to Board's proposal in routine manner and the issue has also not been explained or discussed by Traffic/Safety Directorates with Legal Advisor/Railways.

19. Therefore, leaving the matter half way will not serve any purpose and the issue needs to be properly explained in its clear spirit that such modification to GR is not being done for diluting the authority of CRS etc.; but it is only for utilizing the assets to its true values and to the basic speed potential of 110 kmph, only through the machinery of Zonal Railways, adopting all the procedures as followed by CRS and that too only in those sections, where opening has already been done after CRS inspection and his authorisation.

20. In view of above details in the form of self-contained note, Board (ME, MT & CRB) is requested to kindly direct the concerned officials to get the issue explained and concluded with Legal Adviser/Railways as well as with Ministry of Law & Justice in the form as proposed and already approved by Board and detailed in Para 6 above for the modification to Para 4.08 of Indian Railways (Open Lines) General Rules, 1976 in the interest of organisation.

*DA/As above*

EDCE(G)
11.12.13

FTS
120980(1)• Adv./Safety 11/12

120980 • AM/CE 11/12

120980(2) • ME 11/12

120980(3) • MT 11/12

120980(4)• CRB
11/12/13

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

रेल संरक्षा 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 Annexe,
M. K. Road, Mumbai 400 020

सं. C-18(7)/2012 - 116.

दिनांक / Dated 22.01.2013

Principal Chief Engineer,
West Central Railway,
**Jabalpur.**

**Sub**: Raising of Maximum permissible speed of Itarsi-Jabalpur UP & Dn BG section (Km.745.13 to Km.990.285) from 105 kmph to 110 kmph in Jabalpur Division of West Central Railway.

**Ref**: Your letter No.W-HQ/311/Br./CRS/Speed Raising(ET-JBP)/332 dated 11.01.2013

In terms of your letter under reference maximum permissible speed in Itarsi-Jabalpur section has been increased from 105 kmph to 110 kmph. Item No.1.02(4) of Chapter I and Item No.4.08(1)(a) of Chapter IV of G&SR of West Central Railway are reproduced below :-

**Item No.1.02(4), Chapter I** :- "Approved special instructions" means special instructions approved of or prescribed by the Commissioner of Railway Safety.

**Item No.4.08(1)(a), Chapter IV** :-Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.

Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110 kmph. Instructions issued vide your letter under reference should be withdrawn.

२२.१.२०१३.
(CHETAN BAKSHI)
Commissioner of Railway Safety
Central Circle, Mumbai

Copy forwarded for information and necessary action, please :

1. GM/WC.Rly/Jabalpur for information, please.
2. COM, CME, CEE, CSTE, CSO & CTE/WCR/JBP ) For taking action
3. DRM/WCR/JBP & BPL. ) accordingly.

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

W.R. 27005
C.R. 34950

सुनील वी. आर्य
महाप्रबंधक

Sunil V. Arya
General Manager

महाप्रबंधक कार्यालय
जबलपुर - 482 001
General Manager's Office
Jabalpur - 482 001. (M.P.)

पश्चिम मध्य रेल
West Central Railway

Phone 0761-2627444
Fax 0761-2628133

No. W-HQ-W-4/Track/ISPT/125

28th August, 2013

**Dear Shri Jain,**

**Sub: Raising of Maximum Permissible Speed by PCE – Objection raised by CRS/Central Circle.**

Ref: (i) PCE/WCR's letter of even no. dt. 23.01.2013 to AM (CE)
(ii) CRS/Central Circle's letter No. C-18(7)2012-116 dt. 22.01.2013
(iii) Policy Circular No. 7, item 10.1.

Further to the letter of PCE/WCR, I would like to submit that the CRS has objected as below:-

*"Item No. 1.02(4) of Chapter I and Item No. 4.08(1)(a) of Chapter IV of G&SR of West Central Railway are reproduced below:-*

| | |
|---|---|
| *Item No. 1.02(4), Chapter I* | *"Approved special instructions "means special instructions approved of or prescribed by the Commissioner of Railway Safety.* |
| *Item No. 4.08(1)(a) Chapter IV* | *Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.* |

*Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is violation of Para 4.08(1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR, speed in ET-JBP section should not be increased from 105 kmph to 110 kmph. Instructions issued vide your letter under reference should be withdrawn".*

It is submitted that we have several cases, where PCE has exercised his authority, vide Policy Circular No.7.

Necessary clarifications are, therefore, urgently requested please.

With regards,

Yours sincerely,

(Sunil V. Arya)

Encl: 1

**Shri Subodh Jain,**
Member Engineering,
Railway Board,
New Delhi – 110 001.

FF S 12940/2013

SH-1

महाप्रबंधक का कार्यालय
अभियांत्रिकी विभाग
जबलपुर- 482001

पश्चिम मध्य रेल

No. W-HQ/W-4/Track/ISPT/125

Dated: 23.01.2013

Additional Member (Civil Engg.)
Railway Board
New Delhi

Sub :- Objection raised by CRS/Central Circle Mumbai on raising of maximum permissible speed in ET-JBP section.

Maximum permissible speed of ET-JBP section has been raised from 105kmph to 110kmph in accordance with power delegated to under signed vide **Policy Circular No. 7, item 10.1.** Earlier the maximum permissible speed of other sections. i.e JBP-MKP section from 100/105 to 110kmph, KTE-SGRL section from 80 to 100kmph, STA-REWA section from 75kmph to 100kmph, Gurla-Bundi section from 100 to 110kmph were also raised and a copy of the letter was also marked to CRS/Central Circle.

CRS/Central Circle raised objection vide letter No. C-18(7)2012-116 dated 22.01.2013 (copy enclosed), quoting WCR's G&SR Item No. 1.02(4) of Chapter I and Item No. 4.08(1)(a) of Chapter IV which are reproduced below:-

**Item No. 1.02(4), Chapter I:-** " **Approved special instructions** "means special instructions approved of or prescribed by the **Commissioner of Railway Safety.**

**Item No. 4.08(1)(a)- Chapter IV :-** **Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.**

In this context, it is stated that, Policy Circular No. 7 was issued with the approval of Railway Board, in consultation with **CCRS** as mentioned in "Preface" at last paragraph. As such all the provisions of Policy Circular No. 7 becomes **'Approved special instructions"** for the purpose of provision in Item No. 1.02(4) Chapter-I and Item No. 4.08(1)(a) Chapter IV of WCR's G&SR.

In this issue, Board is requested to issue necessary clarification under intimation to CRS/Central Circle so that no ambiguity prevail while implementing the provisions of Policy Circular No. 7.

DA: (1) CRS/Central Circle's letter dt. 22.01.2013.
(2) Sanction letters of speed raising

(D. D. Dewangan)
Principal Chief Engineer

FTS 106759 SH-12

**WESTERN RAILWAY**

Headquarter Office
Churchgate
Mumbai 400 020

No.W 586/35/22

9th October, 2013

**The Additional Member Civil Engineering**
Railway Board, Rail Bhavan,
New Delhi

Sub: Increase of sectional speed in terms of Policy Circular No. 7 for Opening of sections.

Ref: (i) Policy letter vide No.2011/CEDO/SR/15/0 dt. 8.10.12.
(ii) CBE western Railway's letter of even No. Dtd 30.1.2013 and 23.4.13 addressed to EDCE (G) Railway Board.

As per above referred policy circular issued by Railway Board, PCEs have been authorised to sanction the proposals for raising sectional speed up to 110 kmph in terms of para 10.1 of the circular. In one of the cases of western railway, CRS, Western circle vide his letter No.30-5/25/717 dtd. 25.1.13 has made following observations:

"Policy circular No.7 does not supersede item No. 4.08 (1) (a), Chapter – IV of G & SR of Western Railway. Thus increasing the sectional speed from 75 kmph to 100 kmph by Western Railway is in violation of Para 4.08 (1) (a) of Chapter-IV of G&SR.

Therefore, in view of stipulations of G&SR, instructions issued vide CBE's letter reference No. W526/35/22(L) (W3) dated 22.01.2013 should be withdrawn.

Please ensure that existing provisions of The Railway Act 1989, Railways opening for public carriage of Passengers (amendment) rules 2005 (Rule No.11 (2) (a)} and GR, are followed in Timba Road – Godhra section of Vadodara division of Western Railway."

A copy of para 4.08 (1) (a) of the General Rules is enclosed. In view of above, implementation of the sanction accorded by PCE has been pended.

2. The above issue was discussed during PCE's conference held on 14.06.13 in Railway Board's office. It was learnt during discussion that a correction slip for para 4.08 (1) (a) of the GR is under process.

Directions from Railway Board are requested to resolve the issue.

10.10.13

**(Anirudh Jain)**
**Principal Chief Engineer**

Encl: As above

**C/- Member Engineering,** Railway Board: For kind information please.

142

No. 2013/Safety(A&R)/19/1

S.No. 1- Receipt

**Sub: Modification to Para "1.02(4)" and "4.08(1)(a)" of Indian Railways (Open Lines) General Rules, 1976.** – Amendment to GR 4.08

PUC is the Note from AM/CE proposing modification to GRs 1.02(4) and 4.08 (1)(a) of Indian Railways (Open Lines) General Rules, 1976.

Referring to WCR's letter dated 23.01.2013 (S.No.4/4) AM/CE in his Note has brought out that CRS/Central Circle has raised certain objection to increasing of sectional speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section by West Central Railway in terms of para 10.1 of IR's Policy Circular No.7 **(S.No.2)** for "Opening of Sections and Sanction of Sectional Speed on Indian Railways".

CRS/Central Circle in his letter **(S.No.4/5)** has mentioned as under:-

"Increasing the speed from 105 kmph to 110 kmph in Itarsi-Jabalpur section is in violation of Para 4.08 (1)(a) of Chapter IV of G&SR. In view of stipulations of G&SR speed in ET-JBP section should not be increased from 105 kmph to 110 kmph. Instructions issued vide WCR letter No.W/HQ/311/BR/CRS/Speed Raising (ET-JBP)/332 dated 11.01.2013 should be withdrawn."

Background of Para 10.1 of Policy Circular No.7 **(S.No.2)** is that in the sections which have already been opened for passenger traffic by CRS for certain speed bands, the sectional speed needs to be increased, if proper inputs in the form of upgradation to track and signalling systems have already been incorporated and executed at site, so that investments incurred, may be reaped through better sectional speed, thereby increasing the throughput of the section and productivity of the organization.

Accordingly, Railway Board approved for increase in sectional speed upto 110 kmph by the concerned Principal Chief Engineer after following all the rules and the procedures as required to be done by CRS for opening of a section; the speed beyond 110 kmph and further beyond 120 kmph were legislated to be increased with approval of CRS in terms of provisions contained in Para 10.2 and 10.3 of Policy Circular No.7 **(S.No.2)**. Since these instructions were approved by Board in consultation with CCRS, there should not have been any objection on the part of CRS. Moreover, these instructions in Policy Circular No.7 no where bye-pass any safety requirements which need to be fulfilled while increasing the sectional speed by Zonal Railway or CRS.

In view of CRS/Central Circle's observation, CE Dte, have proposed to amend GRs 1.02(4) and 4.08(1)(a) as under:-

| Existing | Proposed |
|---|---|
| 1.02 DEFINITIONS – In these rules, unless the context otherwise requires.- | 1.02 DEFINITIONS – In these rules, unless the context otherwise requires.- |

| | |
|---|---|
| (4) Approved special instructions means special instructions approved of or prescribed by the Commissioner of Railway Safety | (4) Approved special instructions means special instructions approved of or prescribed by the Commissioner of Railway Safety or *as approved by Railway Board (Ministry of Railways).* |
| **4.08 LIMITS OF SPEED GENERALLY.-**<br><br>(1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions. | **4.08 LIMITS OF SPEED GENERALLY.-**<br><br>(1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.<br><br>*However, subsequent increase in the sectional speed of the already opened section by CRS, may be done through special instructions and Policy Circulars issued by Railway Board (Ministry of Railways) after ensuring the required safety provisions.* |

Views of Safety Directorate

GR 1.02(4) defines "Approved Special Instructions", which means special instructions approved or prescribed by the Commissioner of Railway Safety.

Amendment to this definition by delegating the powers of Approved Special Instructions to Railway Board (Ministry of Railways) will cause confusion and may dilute the powers of the Commission of Railway Safety and shall be contrary to the spirit of GR. In view of this, proposed amendment to GR 1.02(4) is not considered appropriate.

GR 4.08 prescribes limits of speed generally and reads as under:-

*4.08 Limits of speed generally.-*

*(1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.*

*(b) The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table.*

*(c) The Loco Pilot shall observe the sanctioned sectional speed except when either one speedometer in case of Electric Loco or two speedometers in case of other Locomotives are defective. In such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible.*

12/4

(2) *The Loco Pilot shall.-*

(a) *regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time and*

(b) *not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions.*

(3) *When it is necessary to indicate to the Loco Pilot where trains are to run at a restricted speed or where trains have to come to stop due to the line being under repairs or due to any other obstruction, action shall be taken as specified in Rule 15.09.*

Now, Policy Circular No.7 (Opening of Sections and Sanction of Sectional Speed on Indian Railways) **dated 08.10.2012 (S.No.2)** has been issued with the approval of Board (MM, ML, MT, ME & CRB).

As per Para 10.1 of Indian Railway Policy Circular No.7, for permitting speed above 105 kmph on BG, the track on the route shall be maintained to standards prescribed in Para 607 of Indian Railways Permanent Way Manual (IRPWM). Moreover, Standard II R signaling shall be provided and maintained on the route.

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

To gain the behefit of inputs incurred through strengthening of track and signaling systems, it is necessary to delegate this power of small speed increament to Railways to avoid delays in getting permission from the Commission of Railway Safety.

In view of above, the proposed amendment to Sub-rule (1) of GR 4.08 is put up below in juxtaposition.

| Existing | Proposed |
|---|---|
| 4.08 LIMITS OF SPEED GENERALLY.- | 4.08 LIMITS OF SPEED GENERALLY.- |
| (1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions. | (1)(a) Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.<br><br>***However, speed of a section, already sanctioned under approved special instructions may subsequently be increased by Railway Administration upto a limit prescribed by Railway Board, after ensuring standards of track and signalling system on the route as may be prescribed by Railway Board.*** |

| | | |
|---|---|---|
| (b) | The sectional speed sanctioned and permanent speed restrictions shall be shown in the Working Time Table. | No Change. |
| (c) | The Loco Pilot shall observe the sanctioned sectional speed except when either one speedometer in case of Electric Loco or two speedometers in case of other Locomotives are defective. In such cases of defective speedometers both the maximum permissible speed and booked speed of coaching trains shall be reduced by ten percent from the speed otherwise permissible. | No Change. |

Board may kindly take a view.

FTS 73469

TI/Rules
21.03.2013

DD/Safety(A&R)-II 21/3/2013

Director/Safety-II 21/3/13

ED/Safety (Out)

Advisor Safety 21/3

ME

Amendment proposed in GR 4.08(1)(a) may be agreed to.

29.3.13
ME

W. Safety

22/4

JS-II 24/4/13

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

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

### 10.1 For Speed Upto 110 Kmph On Broad Gauge

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

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

### 10.2 For Speed Above 110 Kmph On Broad Gauge And Upto 75 Kmph On Metre Gauge

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

In such cases, CRS inspection shall not be mandatory; but all related documents shall be submitted by the Railway to the CRS for seeking the sanction.

### 10.3 For Speed Above 120 Kmph On Broad Gauge And Above 75 Kmph On Metre Gauge

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

The speed potential for the Railway Section shall be certified with reference to the representative rolling stock. However, for a particular type of rolling stock and the train formation, specific sanction shall have to be taken separately by the Railways for such rolling stock in terms of Revised Policy Circular No. 6, dated 23.11.06.

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

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

11.2 Railway Board vide their letter no. 62/WDO/ORI/34, dated 11.10.1962 had already clarified that for opening a new double line, constructed parallel to the existing line, even

FTS No. 119846

**SOUTH EASTERN RAILWAY**

**Office of the**
**Chief Mechanical Engineer**
**Garden Reach, Kolkata-43.**

**No. M6/ 2001/ BCNA/** 411

**Dated:-06.12. 2013.**

**To**
**The Exe. Director Civil Engg. (G),**
**Railway Board,**
**Ministry of Railways,**
**Rail Bhavan, Raisina Road,**
**New Delhi- 110 001**

**Sub**:-CRS sanction for running of 22.32 t axle load Wagon Types BCNM1 (CC+6+2)BCNAM1 (CC+6+2), BOBRNM1 (CC+6+2) and BOSTHSM1 (CC+6+2) , over specified routes of S. E. Railway. BG System.

**Ref.:** i) RDSO/LKO's Final. speed certificate No. MW/SPD/ BG/ BCNMI / 22.32t.(IR ) dt 10.06.08.with Amendment No. 1 of dt.18.08.09.
ii ) RDSO/LKO's Final. speed certificate No. MW/SPD/ BG/ BCNAM I / 22.32t.(IR ) dt 10.06.08.with Amendment No. 1 of dt.18.08.09.
iii) RDSO/LKO's Final. speed certificate No. MW/SPD/ BG/ BOBRNMI / 22.32t.(IR )dt. 03.4.08.with Amendment dt.18.06.08.
iv) RDSO/LKO's Final. speed certificate No. MW/SPD/ BG/ BOSTHSMI / 22.32t.(IR ) dt 28.10.07 with Amendment No.1 of dt.18.08.09.

South Eastern Railway has initiated the process for CRS Sanction for above subject wagons against speed certificate under references. CRS's sanction held up for non-availability of Railway Board's first time sanction letter.

Hence, You are requested to provide Railway Board's valid sanction letter for subject Wagons against referred speed certificates, if already sanctioned to any Zonal Railway to this office OR by return FAX No. **033- 2439-1194, 033-2450-3159** for finalizing the CRS's sanction over South Eastern Railway.

**Encl.:** Nil

Rly FAX

**(S. C. Behara )**
Dy. Chief Mechanical Engineer (Fr.)
**for Chief Mechanical Engineer**

**Copy to:-**

The Chief Mechanical Engineer,
1. Northern Railway, Baroda House, New Delhi-110 001
2. Southern Railway, Park Town, NGO, Annexe Building, Chennai-600003
3. Central Railway, Chhatrapati Shivaji Terminus, Mumbai-400 001
4. South Central Railway, Rail Nilayam, Secunderabad—500 071
5. North East Frontier Railway, Maligaon, Guwahati—781 011
6. North Eastern Railway, Gorakhpur – 273 001
7. North Western Railway Jaipur-302 006
8. East Central Railway, Hajipur -844101
9. North Central Railway,Allahabad -211001 valid
10. West Central Railway,Jabalpur- 482001
11. Western Railway, Churchgate, Mumbai-400020

CME/SER As already requested, Officers may be advised this

You are requested to send a copy of CRS/Rly Board's valid sanction letter (if available) for subject Wagons to this office OR by return FAX No. **033- 2439-1194, 033-2450-3159** for finalizing the CRS's sanction over South Eastern Railway.

**Encl.:** Nil

JAG Officers Should note & write letters to Rly Bd. Moreover such information may be retrieved from R.Bd's website. CBS/Dte

**( S. C. Behara )** 6/12/13
Dy. Chief Mechanical Engineer (Fr.)
**for Chief Mechanical Engineer**

6/12/13
ADE/Civil.
LDCOS/G

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

सं. 2013/CEDO/SD/O

New Delhi, Dated 05.12.2013

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

**Sub : Indian Railways Schedule of Dimension (BG) Revised, 2004.**

Till date 14 ACSs have been issued to Indian Railways Schedule of Dimension (BG) Revised, 2004 from Railway Board.

RDSO may kindly arrange to send the final draft of IRSOD in soft copy, incorporating all correction slips for the perusal & approval of Board.

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

Copy forwarded for information and necessary action to Executive Director (Track), RDSO, Manak Nagar, Lucknow-226011.

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

Issue fair Please.

FTS - 90502

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

-:o:-

शाखा **BRANCH** CEDO — मिसिल सं. **FILE NO.** 2013/CEDO/SR/09

विषय
**SUBJECT**

Sanction for Introduction of operation of single/Double Energy Efficient Multi-Gen set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transporation code: WDM-2G) on track maintained to other than C&m-I standards.

पिछला संदर्भ
**Previous Reference**

Received
9654594782
Somesh Sharma
Tele. II
29-11-13
DME/TM. 9910487440

सम्बन्धित
**Connected**

N.S.G

(Case No. 2013/CEDO/SR/09)

S.No.1 Receipt

**Sub :** Running of Single/Double WDM2G Energy Efficient Multi-Gen Set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transportation code: WDM-2G) on track maintained to other than C&M-I, Vol.-I Standards: upto a maximum speed of 105 Kmph over entire BG sections of West Central Railway.

1. The PUC (SN-1/1) is received from Chief Bridge Engineer, West Central Railway, Jabalpur, duly forwarded through CCRS (SN-1) & CRS/ Central Circle / Mumbai (SN-2), seeking the sanction of Ministry of Railways, Railway Board for running of Single/Double WDM2G Energy Efficient Multi-Gen Set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transportation code: WDM-2G) on track maintained to other than C&M-I, Vol.-I Standards over entire BG sections of West Central Railway upto a maximum speed of 105 Kmph or sectional speed whichever is less.
2. It is proposed to run for the sections mentioned in West Central Railway's Joint Safety Certificate no. 31/2013/BG, dated 10.07.2013 (SN-1/2 to SN-1/3), RDSO's Speed Certificates no. SD.WDM2G.11, dated 22.04.2013 (SN-1/9) and other certificate accompanying with the application and further subjected to the restrictions/conditions as given in above Certificates.
3. As per Para 5.6.2 (General) (SN-1/11) of RDSO's Speed Certificate, dated 22.04.2013, the profile of WDM2G (Energy Efficient Multi Gen Set) class of locomotive does not infringe the clauses of Chapter (IV-C) of BG Schedule of Dimensions (Revised)-2004.
4. The application has been duly forwarded by CRS/Central Circle and CCRS/LKO.
5. In view of the above, the case is put up for Board's sanction for running of Single/Double WDM2G Energy Efficient Multi-Gen Set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transportation code: WDM-2G) on track maintained to other than C&M-I, Vol.-I Standards: upto a maximum speed of 105 Kmph over entire BG sections of West Central Railway. (A)

26.09.2013
ADE/Civil

Hd Dlw/MV

- EDCE/G
- Adv/Safety

(A) above may kindly be considered for Sanction by Board

26-9-13
UDCM/G

29/9

Contd from prepage

- ~~AM/CE~~ 28.9.13
- ~~MM~~ 1-10-13
- ~~ML~~ 24.X.13
- ~~MT~~
- ~~ME~~ 30/10/13

EDT/M 31/10/13

DT/ROL (1) The file has been examined. The utility of the multi-genset loco is not clear on file - whether for shunting a coaching services.

This locomotive cannot be used in freight train operations unless sufficient power packs are used.

(2) The 3x800 HP power packs - as well have less HP than WDM2 which is at 2600HP.

(3) The tractive effort of the locomotive has to be sufficient to haul coaching trains in the ruling gradient

(4) The acceleration value which shall be attained will be critical as it impacts line capacity - particularly in trains with large number of halts.

May kindly approve

DT/ROL 4/11/13

6 on 11/2013

The concept of Multi-genset locomotive involves using two or more small engines as compared to a single large engine of a conventional locomotive to achieve higher fuel efficiency and lower emissions. The multiple engines on-board work on an optimal load sharing algorithm that increases the overall efficiency and the power on demand uses only the horsepower required by the application. At present, there are over 600 multi-genset locomotives in the USA in the medium HP range.

2. Multi-genset locomotives enables much higher fuel efficiency and lower NOX and carbon foot print. Experience on US railroads has shown almost 20% fuel efficiency and upto 80% lower NOX emissions.

3. **Comparison with WDM2**. It is a modern locomotive with advanced control electronics giving a high addition of 33% as compared to 27% on WDM2. Most of the parameters of this loco are comparable with the existing WDM2 loco. A table of comparison is attached below.

| Loco | % Adhesion | Tractive effort (Kg) | Max speed (Km/h | Balancing speed (Km/h)with 24 (20 ICF+ 4 SGAC) coaches on level track | Balancing speed (Km/h) with 59 BOXN (CC+8+2t) Wagons on level track | Hauling capacity (in no. of car) on 1 in 150 grade at start | Hauling capacity (in no. of car) on 1 in 200 grade at start |
|---|---|---|---|---|---|---|---|
| WDM 2G | 33 | 37224 | 120 | 90 | 55 | 37 BOXN >40 ICF | 44 BOXN >40 ICF |
| WDM 2 | 27 | 30450 | 105/ 120 | 91 | 58 | 30 BOXN >40 ICF | 36 BOXN >40 ICF |

4. **Shunting / Shuttling Service** : This loco can be effectively utilised for coaching and freight shunting operations. It has a higher tractive effort then existing shunting locos . As the loco is having three gensets on board , fuel efficiency and reduction in emissions are additional advantages. The inter-yard movement of full length freight trains can be handled more effectively because of high tractive effort of the loco. Similarly, shunting of full length coaching rakes from station platforms to washing line and back specially on some of the terminating stations where coaching rakes are being shuttled between station and washing line thru main line, this loco will be able to accelerate faster, making the placement and withdrawal of rakes faster and time saving.

These locomotives would be particularly beneficial in case of departmental trains of engineering dept and RE , where the idling time of the loco is very high. In addition this loco can be utilized for ART/ARME also where the idling time is very high and existing fleet of shunting power ( WDS6 ) is restricted to speed of 65 km/h only making it unfit for ART movement and per force Rlys have to look for main line fit power even if shunting power is available with the shed.

A comparison of parameters of this loco with the existing shunting locos is appended below.

| Loco | % Adhesion | Tractive effort (Kg) | Max speed (Km/h | Balancing speed (Km/h)with 24 (20 ICF+ 4 SGAC) coaches on level track | Balancing speed (Km/h) with 59 BOXN (CC+8+2t) Wagons on level track | Hauling capacity (in no. of car) on 1 in 150 grade at start | Hauling capacity (in no. of car) on 1 in 200 grade at start |
|---|---|---|---|---|---|---|---|
| WDM2G | 33 | 37224 | 120 | 90 | 55 | 37 BOXN >40 ICF | 44 BOXN >40 ICF |
| WDS6 | 27 | 34000 | 60/70 | 59 | 38 | 33BOXN >40 ICF | 39 BOXN >40 ICF |

5. **Passenger Train Services**: Due to high adhesion, WDM2G provides better acceleration than WDM2 .From the table below it is clear that this loco can be effectively utilised for passenger services, shuttle trains also which are generally having frequent halts and composition up to 18 coaches.

| Particulars | WDM2G (2400 HP) | WDM2 (2600 HP) |
|---|---|---|
| Starting Tractive Effort | 37224 Kg | 30450 Kg |
| Starting Capability of 24 coaches | Can start up to 1 in 43 up gradient | Can start up to 1 in 50 up gradient |
| No. of coaches can be hauled at 100 Km/h | 18 | 18 |

6. In addition to the above, there are a few inherent advantages of this loco:

a. The loco provides better reliability in service as it has three complete Gensets on board which employees that failure of one set will still ensure 65% availability of power.
b. The overall emission can be reduced to the extent of 90%.
c. The fuel consumption is 20-30% lower, resulting into huge revenue saving, which can be seen from the simulation appended below.

**SIMULATION ON LUCKNOW – VARANASI SECTION**

| Loco | No. of Coaches | Booked speed (Km/h) | Fuel consumption (Lit) |
|---|---|---|---|
| WDM2 | 18 | 100 | 1987 |
| WDM2G | 18 | 100 | - |

Note:

- Total section length : 301 Km.
- Total no. of stoppage station : 40
- Total stoppage time : 185 minutes
- Only permanent speed restrictions considered
- No temporary speed restrictions, Engg & traffic time is considered
- Total fuel consumption (UP & Down) both direction : 3974 litres

N.S.C
N.S. 5

**Projected fuel saving on WDM2G locomotive**

| Loco | Projected Savings | Projected Fuel consumption (lit) | Projected saving (Lit)/day | Projected saving per (lit)/year | Projected saving per year diesel cost @Rs 60/lit RS |
|---|---|---|---|---|---|
| WDM2 | - | 3974 | - | - | - |
| WDM2G | 20% | 3179 | 795 | 2,90,175 | 1,74,10,500 |
| | 25% | 2981 | 993 | 3,62,445 | 2,17,46,700 |
| | 30% | 2782 | 1192 | 4,35,080 | 2,61,04,800 |

6. In the present scenario of high fuel costs, it is imperative that IR adopts all possible technologies to economise on fuel cost. Development of multi-gen set locomotive is a step in this direction.

7. The present case is for Board's sanction for running of WDM2G locomotive, which is already been manufactured by DMW/ Patiala and is lying idle at Itarsi shed since June 2013.

May kindly be approved.

8-11-13
(Vivek Kumar)
EDME(Tr.)
08-November-13

EDTT(M) 8/11/10

MT
ME

EDME/Traction may pl discuss.
12/11/13

MT
ME
EDME/Tr

As desired by AM/T, a table showing comparison of WDM2G, WDS6 & WDG3A locomotive against various parameters for shunting service is given below.

| Loco | % Adhesion | Tractive effort (Kg) | Max speed (Km/h) | Hauling capacity (in no. of car) on 1 in 150 grade at start | Hauling capacity (in no. of car) on 1 in 200 grade at start |
|---|---|---|---|---|---|
| WDM2G | 33 | 37224 | 120 | 37 BOXN >40 ICF | 44 BOXN >40 ICF |
| WDS6 | 27 | 34000 | 60/70 | 33 BOXN >40 ICF | 39 BOXN >40 ICF |
| WDG3A | 33 | 40600 | 105 | 40 BOXN >40 ICF | 48 BOXN >40 ICF |

19-11-13

(Vivek Kumar)
Exec.Dir.Mech.Engg.(Tr)
Railway Board

AM/T The loco seems suitable for shunting and for running passenger trains up to 18 coaches length.

MT It is a moot point whether this is the optimal design we are looking for. However, since the prototype is ready, trials may be conducted to monitor its performance.

ME

20/11/13

MT

ME Para sidelined (A) on np-1 approval

25.11.13

EDCE(G) Fair letter is placed below for sig

ADE(Elect)/I S.V.3. Issued 27-11-13 Letter 27/11/13

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

सं. 2013/CEDO/ORI/03

New Delhi, Dated 27.11.2013

The General Manager,
N.C. Railway, Allahabad.

The General Manager,
C.O.R.E., Allahabad.

विषय : Opening of Railways - Commissioning of 25 KV AC electrification work on Moth (excl.) km 1183/23 to Govindpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.

संदर्भ : Secretary, Ministry of Civil Aviation's letter no. Secy(CA)/1/2013, dated 19.11.2013, addressed to MT/Railway Board.

The issues raised in the letter, dated 19.11.13, from Secretary, Ministry of Civil Aviation to Member Traffic/Railway Board, alongwith the detailed note, dated 18.11.13 from CCRS on the Inspection Report of CRS/N.E. Circle on the work under reference have been examined in Ministry of Railways. Accordingly, Board accords approval on the views of CCRS for authorization to opening of section by CRS/N.E. Circle with the conditions mentioned hereunder :

(i) Observance of all temporary and permanent speed restrictions in force or as required to be imposed from time to time due to track, bridges, signaling and interlocking etc. - *it is already in force on the line under reference and hence nothing is further to be done on this.*

(ii) Adequate number of maintenance staff is deployed for proper upkeep of the line

(iii) All electric locomotives and rolling stock as per Joint Safety Certificate no. SLC/BG/55/2011 of N.C. Railway can be permitted on this section.

(iv) The key issue mentioned by CRS regarding "current instructions to prevent roof top travel are loosely worded and have not stopped roof top travel; there is need to tighten the rules and if necessary, modify GR", shall be addressed by Ministry of Railway separately and instructions issued.

This issues with the approval of Member Traffic/Railway Board.

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

27-11-13

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

Copy to The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001 for information please.

**Sub** : Opening of Railways - Commissioning of 25 kV AC electrification work on Moth (excl.) km 1183/23 to Govindpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of N.C. Railway for public carriage of passengers.

**Ref** : SN/15.

The matter was further discussed by ME & AM/CE and the status is put up hereunder accordingly.

1. In terms of approval of Board (ML, MT & ME), letter, dated 06.11.13 (SN/14) was issued to CCRS, as desired through his O.M. reference no. R.11025/03/ 2013-TW, dated 10.10.13 (SN/1).

2. CCRS, vide his note dated 18.11.13 (7 pages), as annexed with Secretary/Civil Aviation's D.O. letter to Member Traffic/Railway Board (SN/15) has communicated his observations on the report of CRS/N.E. Circle and reply of Railway Board, dated 06.11.13 (SN/14). In his note, various issues have been raised and various instances of failures on various Zonal Railways have also been reported. These need to be perused and commented upon by the concerned Directorates, including Adv.(Safety) and also by the concerned Zonal Railways; but no such exercise has been done by Adv./RE while putting up the file sue-moto on 20.11.13 and Boards approval for issuing the sanction of Central Government in terms of details vide np/9-10 was processed.

3. It is worth mentioning that as per current practice on Indian Railways, opening of sections is done by respective CRSs though Authorization Letter as per powers delegated to them by Central Government in terms of Section 28 of The Railways Act, 1989. Therefore, whatever clarifications are needed from Railways or Railway Board, they have to be advised to CRS and CCRS; but Authorization for 'Opening of Sections' has to be done by concerned CRS.

4. However, the items of observations of the Inspection Report of CRS will have to be addressed and complied, as the case may be by

the concerned Railways and subsequently, they will send the full case to Central Government (Railway Board) for communication of sanction of the Central Government to the opening of Railways in terms of Section 21 of The Railways Act, 1989.

5. In the Conclusion Para 6 of his note, CCRS has mentioned two conditions -

(a) *Condition 1 is related to provision of restricted clearance boards* - it has been complied by N.C. Railway.

(b) *Condition 2 is related to framing of condition in GR by Central Government to prevent roof travel and other actions to be taken.*

After compliance of the above two conditions, CRS/N.E. Circle had recommended sanction for opening of section with 3 other conditions -

(i) Observance of all temporary and permanent speed restrictions in force or as required to be imposed from time to time due to track, bridges, signaling and interlocking etc. - *it is already in force on the line under reference and hence nothing is further to be done on this.*

(ii) Adequate number of maintenance staff is deployed for proper upkeep of the line - *comments of GM/CORE and GM/NCR are required to be furnished.*

(iii) All electric locomotives and rolling stock as per Joint Safety Certificate no. SLC/BG/55/2011 of N.C. Railway can be permitted on this section.

6. The key issue raised by CRS and recorded by CCRS is "current instructions to prevent roof top travel are loosely worded and have not stopped roof top travel. There is need to tighten the rules and if necessary, modify GR".

Responsibility need to be clearly laid down and only after this, the section may be opened. Towards this end, it may suffice if specific instructions are issued and thereafter, specific modifications done to GR, if necessary.

7. Therefore, based on Railway Board's approval on the issues of CRS/N.E. Circle, as communicated vide Board's letter, dated 06.11.13 (SN/14) with necessary supplementation w.r.t. Para 6 above; CCRS need to be advised that Authorization for opening of section w.r.t. electrification may be considered & issued by CRS/N.E. Circle in terms of powers delegated vide Section 28 of the Railways Act, 1989.

8. In accordance with above, letter to CCRS, mentioning conditions for sanctions, is put up for approval.

EDCE(G) 27/11/13

AM/CE

- The letter of Secy/MoCA at SN-15, has specifically brought out the issue of certain instructions clearly to prevent roof top travel. This was not specifically mentioned at NP-8 to 10, hence it is included at iv, of letter.

Adv./RE(P)

- The CRSes have been issuing the sanctions/authorisation for opening of sections/electrifications since many decades. It is proposed to continue with this system
- Since in the instant case, CCRS has specifically desired authorisation from Board, the same is agreed to as a special case.

MT

- The letter has been got prepared accordingly. may please be seen before issue.

27.11.13
AMCE

27/11

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

सं. 2013/CEDO/SR/09 New Delhi, Dated 27.11.2013

The General Manager,
West Central Railway,
Jabalpur

विषय : Running of Single/Double WDM2G Energy Efficient Multi-Gen Set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transportation code: WDM-2G) on track maintained to other than C&M-I, Vol.-I Standards; upto a maximum speed of 105 Kmph over entire BG sections of West Central Railway.

संदर्भ : West Central Rly's letter no. W-HQ/311/CRS/WDM2G(Loco)/360, dated 22.07.2013

In reference to the above, sanction of Ministry of Railways, Railway Board is hereby communicated for running of Single/Double WDM2G Energy Efficient Multi-Gen Set class of Locomotives to RDSO's General Arrangement Drawing No. SKDL-4764 (Transportation code: WDM-2G) on track maintained to other than C&M-I, Vol.-I Standards; upto a maximum speed of 105 Kmph or sectional speed whichever is less over entire BG sections of West Central Railway, subject to terms and conditions as given in RDSO's Speed Certificate and West Central Railway's Joint Safety Certificate, Track Certificate & other Certificates accompanying above referred letter.

27/11

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

सं. 2013/CEDO/SR/09 New Delhi, Dated 27.11.2013

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.18011/01/13-14- T.W:, dated. 20.09.2013.
2. General Manager, All Indian Railways (except West Central Railway).
3. Commissioner of Railway Safety, All Circles.
4. Sr. Executive Director Standards (Motive Power), RDSO, Lucknow-226011.
5. EDME/Traction, Railway Board, New Delhi.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
Enclosure
की तिथि
of issue

27/11

(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, 20th November 2013

The General Manager,
Western Railway,
Mumbai.

**Sub : Opening of new section, i.e. Ankaleshwar-Rajpipla, on Western Railway.**

**Ref :** (i) GM/WR's D.O. letter no. W.615/8(AKV-RAJ), dated 03.10.13 addressed to ME.
(ii) WR's letters no. W.615/8(AKV-RAJ)(W-2), dated 19.3.13 & 11.07.13.

In above reference, it has been advised by Western Railway that section 'Ankaleshwar - Rajpipla' (62.89 km long), is ready for commissioning after gauge conversion from NG to BG. It has been further mentioned by WR that - *"this section is an isolated non-electrified section and only few passenger trains will be run. Because of very less traffic, the track will require less maintenance. It is, therefore, proposed that line may be opened by deploying minimum possible staff."*

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

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

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

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

This issues with the approval of Board (ME).

(आलोक कुमार) 20/11/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Date of issue.....

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

No. 2012/CEDO/SD/IRSOD/O/03 New Delhi, Dated 18.11.2013

**Addressed to :**
(As per list mentioned below)

**Sub : Addendum & Corrigendum Slip (ACS) No. 14 to the Indian Railways Schedule of Dimensions (BG) 2004.**

The Ministry of Railways (Railway Board) have decided that the following Para / Item of Schedules I of IR's Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 14 :

| | |
|---|---|
| *Amendment I* | Para - 5, 17, 19, 20, 23, 24 & 25 Of Chapter - IV(A) : Rolling Stock (Carriage & Wagon) (pages 19, 20 & 21) |
| *Amendment II* | Para - 3 Of Chapter - IV(B) : Rolling Stock (3660mm wide stock) (page 23) |
| *Amendment III* | Para - 11 Of Chapter - IV(C) : Rolling stock (Locomotive) (page 25) |

**Enclosure : ACS No. 14 (11 pages)**

(आलोक कुमार) 18.11.13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

**List for Distribution :**

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुपालनार्थ निर्गत प्रति
Issue with Enclosure
हस्ताक्षर
Signature.....

**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(MG), AM(Elec.), AM(PU), AM(Tele), AM(Sig), AM(Traffic), Adv.(Safety), Adv.(Project), Adv.(L&A), Adv.(Bridges)
- EDCE(G), EDCE(P), EDTk(M), EDTk(Mc), EDTk(P), EDCE(B&S), EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), EDRE(P), ED(Safety)-I,ED(Safety)-II, ED(Sig), ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S) in Railway Board.

O/C

# Addendum & Corrigendum Slip (ACS) No. 14
To
Indian Railways Schedule Of Dimensions (B.G.) 2004

## I. Amendment To Para-5, 17, 19, 20, 23, 24 & 25 Of Chapter-IV(A)
## Rolling Stock (Carriage & Wagon)

(At Page - 19, 20, 21 of IRSOD, Revised 2004 in Schedule-I)

**Para - 5, 17, 19, 20, 23, 24 & 25 shall be read as under :**

| | | |
|---|---|---|
| 5. | Maximum thickness of flange of tyre, measured from wheel gauge face at 13mm from outer edge of flange | 29.4mm |
| 17. | Maximum distance apart of bogie centres for bogie vehicles | 14900mm |
| 19. | Maximum length of body or roof for : | |
| | (a) 4 - wheeled vehicle | 8540mm |
| | (b) Bogie vehicles | 21340mm |

**Note :**

(i) Maximum length of body or roof of bogie vehicles can be upto 23540mm, subject to tapering of the ends in a manner that the end throw, when calculated as per Appendix, is same as that for ICF coach of 21340mm length and within this Schedule of Dimensions.

(ii) A cornice may project beyond the maximum permissible length of the roof up to 51mm in the case of (a) above, beyond each end of the vehicle.

(iii) .Fittings on the end of a vehicle, such as step iron, vacuum brake piping, electrical connections, vestibule etc., need not be kept within the prescribed maximum permissible lengths for bodies of vehicles, but may project beyond the end of the body to a reasonable extent.

| | | |
|---|---|---|
| 20. | Maximum length over centre buffer couplers or side buffers : | |
| | (a) 4 - wheeled vehicle | 9810 mm |
| | (b) Bogie vehicles | 22300 mm |

**Note :** Maximum length over the centre buffer couplers or side buffers can be 24000mm for Bogie Vehicles, having maximum length of body or roof as 23540mm. However, the maximum length over the centre buffer couplers or side buffers for longer coaches as per Item 20 above shall be so arranged that difference between length over side buffers and length of body or roof is not less than 460mm.

| | | |
|---|---|---|
| 23. | Maximum width over all projections, at 305mm above rail level, when fully loaded | 3050mm |
| 24. | Maximum width over all projections from 305mm above rail level, to 1082mm above rail level, when fully loaded | 3050mm |
| 25. | Maximum width over all projection from 1082mm above rail level, to 1170mm above rail level, when fully loaded | 3050mm increasing gradually to 3250mm |

Note : For freight bogie vehicles with maximum length of body or roof upto 14500mm and bogie centre distance upto 10000mm, maximum width over all projections from 305mm above rail level to 1082mm above rail level when fully loaded, can be relaxed to 3135mm instead of 3050mm

## II. Amendment To Para-3 Of Chapter IV(B) : Rolling Stock (3660mm Wide Stock)

(At Page 23; In Schedule-I of IRSOD, Revised 2004 )

**Para 3 shall be read as under :**

| | | |
|---|---|---|
| 3. | Maximum width over open doors, including all projections, for goods vehicles | 4500mm |

## III. Amendment To Para-11 Of Chapter IV(C) : Rolling Stock (Locomotive)

(At Page 25; In Schedule-I of IRSOD, Revised 2004)

**Maximum Moving Dimensions : (See New Diagram No. 1D)**

**Para 11 shall be read as under :**

| | | |
|---|---|---|
| 11.A | Maximum length of body or roof | 21340mm |
| 11.B | Maximum length over centre buffer couplers or side buffers | 22300mm |

Note : (i) Maximum length of body or roof can be upto 23540mm, subject to tapering of the ends in a manner that the end-throw, when calculated as per Appendix, is same as that for ICF coach of 21340mm length and within this Schedule of Dimensions.

(ii) Maximum length over the centre buffer couplers or side buffers for bogie vehicles can be 24000mm for locomotives, having maximum length of body or roof of 23540mm.

11.C Maximum width over all projections :

| | | |
|---|---|---|
| (i) | At 102mm above rail level, when fully loaded | 2440mm |
| (ii) | At 305mm above rail level, when fully loaded | 3050mm |
| (iii) | From 305mm above rail level to 1082mm above rail level, when fully loaded | 3050mm |
| (iv) | From 1082mm above rail level to 1170mm above rail level, when fully loaded | 3050mm increasing gradually to 3250mm |
| (v) | From 1170mm above rail level, when fully loaded, to a height of 3735mm when empty | 3250mm |

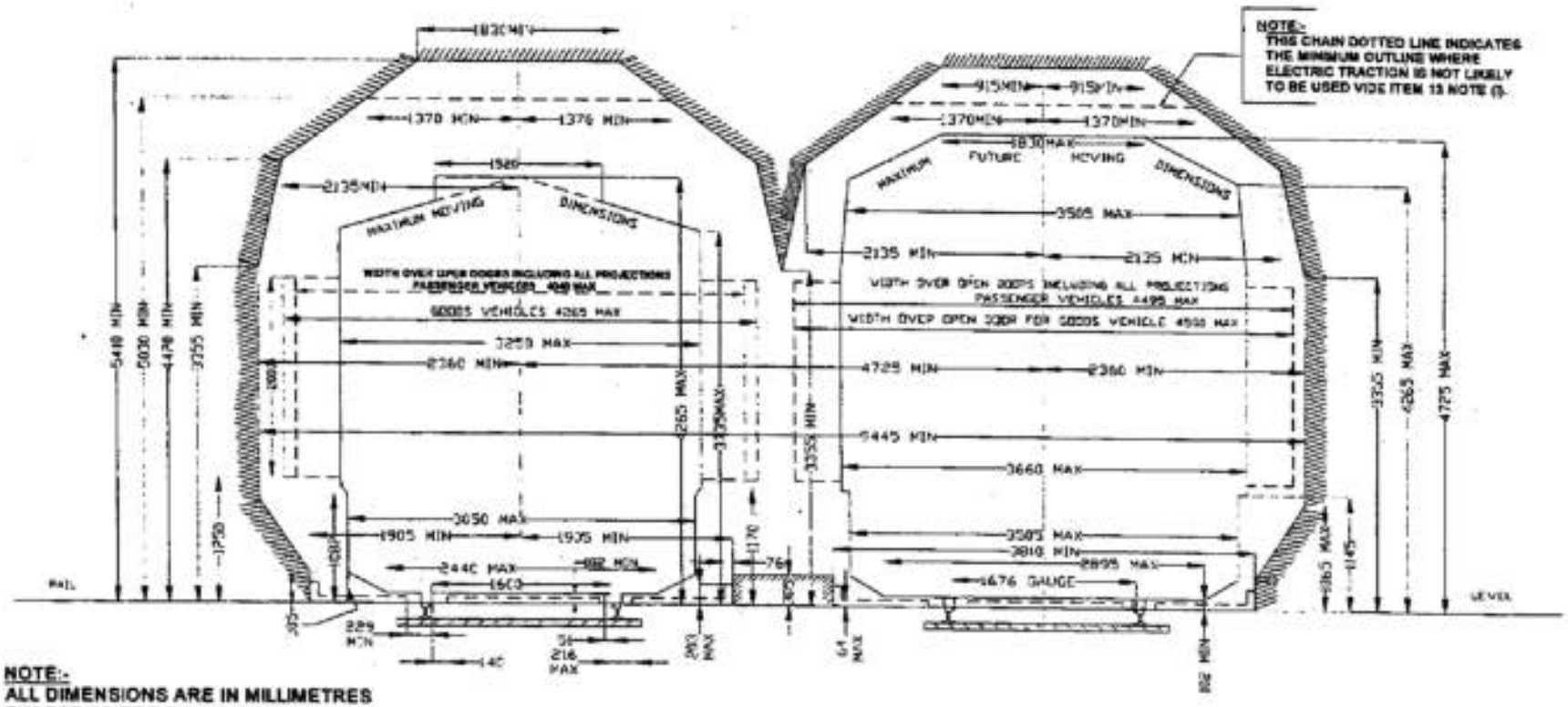
Note : (i) Maximum width over all projections from 925mm (minimum in all conditions) above rail level to 1082mm above rail level, when fully loaded can be 3075mm (in the bogie portion only).

(ii) Maximum distance apart of bogie centres (i.e. pivot centres) for locomotives shall be 15810mm, subject to the condition that width of locomotive at the centre is such that mid-throw, when calculated as per Appendix, is same as that for ICF coach of 21340mm length and within this Schedule of Dimensions.

**DIAGRAM No. 1A**
**1676mmGAUGE**

## STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES
## SCHEDULE I-CHAPTER I

**NOTE:-**
1. WHERE THE LINE IS ON A CURVE ,THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX.
2. WHEN RE-SPACING EXISTING LINES,THE MINIMUM DISTANCE CENTRE TO CENTRE OF TRACKS MAY BE REDUCED FROM 4725 TO NOT LESS THAN 4485 FOR THE PURPOSE OF AVOIDING HEAVY ALTERATIONS TO TUNNELS OR THROUGH GIRDER BRIDGES. THE 4725 DIMENSION IS TO BE ADOPTED FOR ALL NEW WORKS.




**NOTE:-**
**ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.**

**DIAGRAM No. 1A (MODIFIED)**
**1676 mm GAUGE**

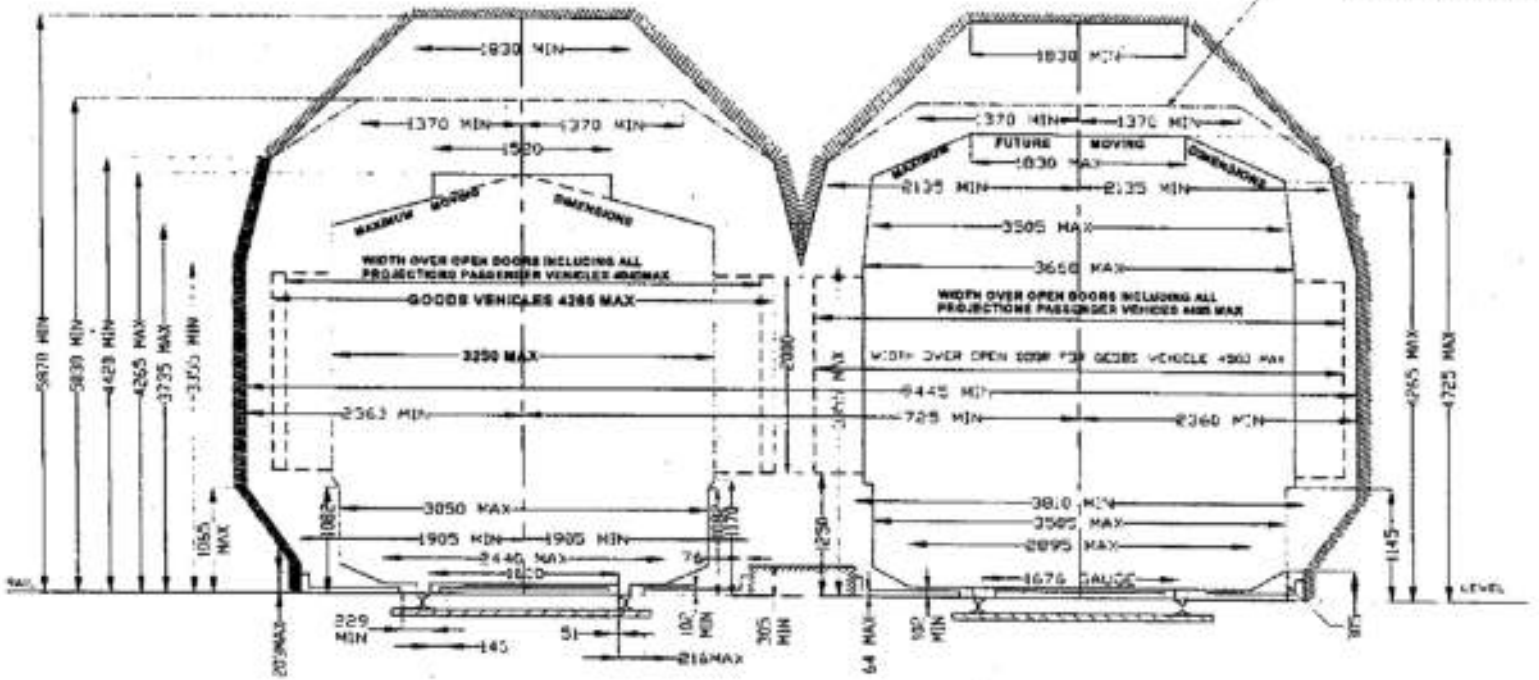
## STANDARD DIMENSIONS FOR TUNNELS & THROUGH GIRDER BRIDGES

## TO SUIT 25 k.V. A.C. TRACTION SCHEDULE I CHAPTER I

**NOTE:-**

THE DISTANCES SPECIFIED APPLY ONLY IN CASE OF STRAIGHT TRACKS.ON CURVES, THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA,WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPER-ELEVATION AND 'G' THE GAUGE OF THE TRACK, ALL DIMENSIONS BEING IN METRES
D=HxS/G

NOTE:- THIS CHAIN DOTTED LINE INDICATES THE MINIMUM OUT LINE WHERE ELECTRIC TRACTION IS NOT LIKELY TO BE USED VIDE ITEM 13 NOTE (i) OF CHAPTER I SCHEDULE I




**NOTE:-**

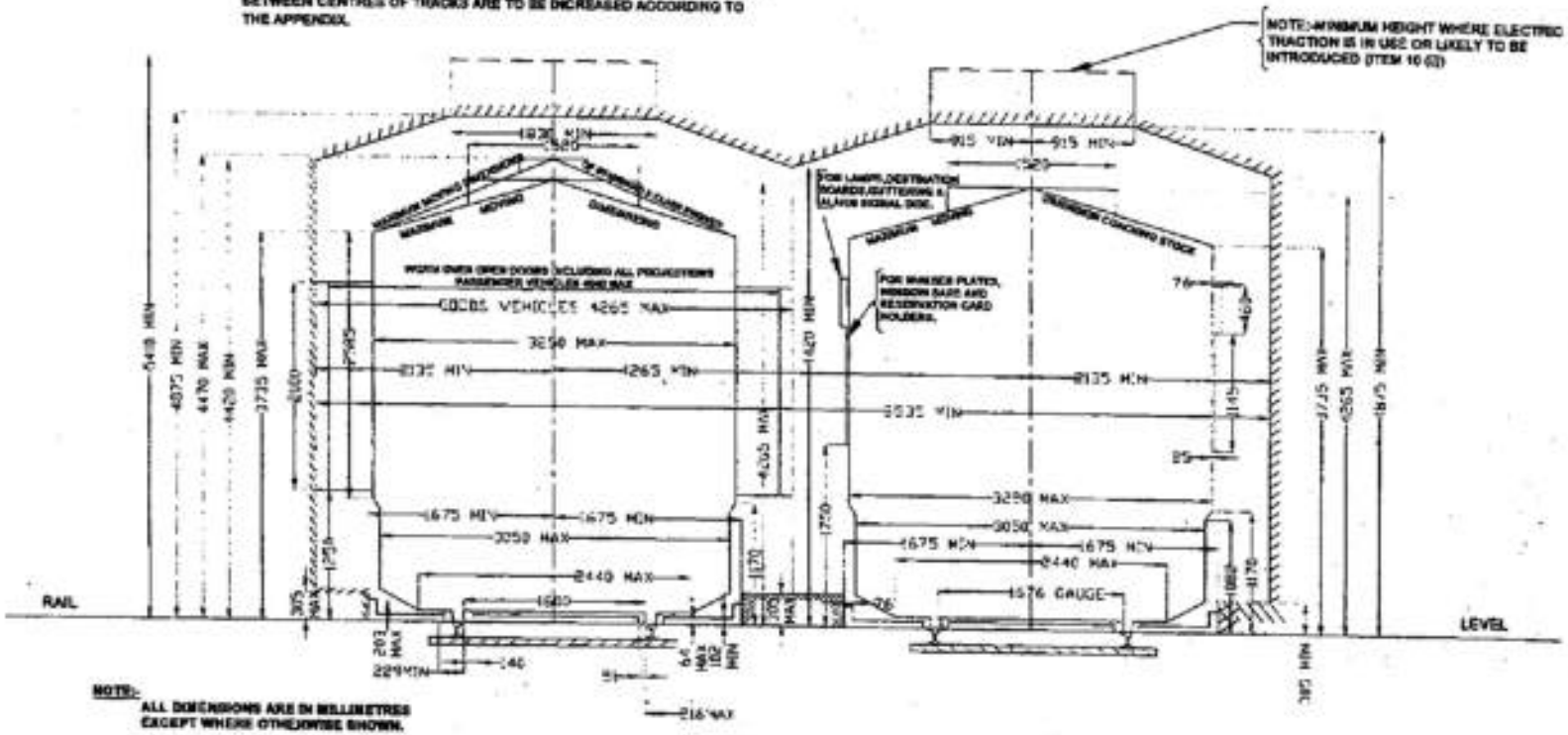
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

**DIAGRAM No. 1B**
**1676 mm GAUGE**

## STANDARD DIMENSIONS OUT OF STATIONS
## SCHEDULE I - CHAPTER I

**NOTE:-**

WHERE THE LINE IS ON A CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTRE OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTRES OF TRACKS ARE TO BE INCREASED ACCORDING TO THE APPENDIX.




**NOTE:**
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

## STANDARD DIMENSIONS OUT OF STATIONS

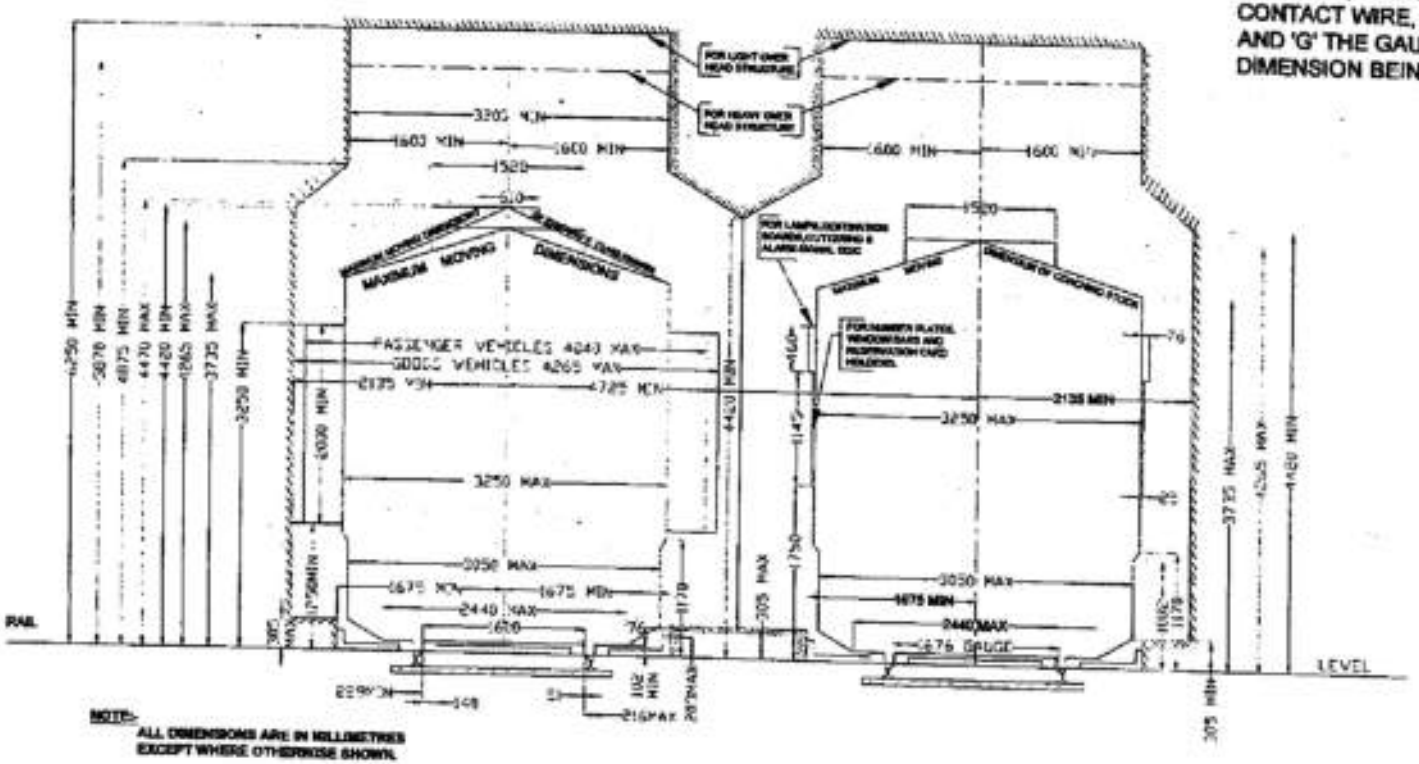
**TO SUIT 25 kV. A.C. TRACTION**

**SCHEDULE I - CHAPTER I**

**DIAGRAM No. 1C**
**1676 mm GAUGE**

**NOTE:-**
THE DISTANCES SPECIFIED,APPLY ONLY IN CASE OF STRAIGHT TRACK.ON CURVES,THE HORIZONTAL DISTANCE SHOULD BE INCREASED BY AN AMOUNT 'D' TO ALLOW FOR THE LEAN DUE TO SUPER-ELEVATION CALCULATED BY THE FOLLOWING FORMULA,WHERE 'H' IS THE HEIGHT OF THE CONTACT WIRE, 'S' THE SUPERELEVATION AND 'G' THE GAUGE OF THE TRACK,ALL DIMENSION BEING IN METRES

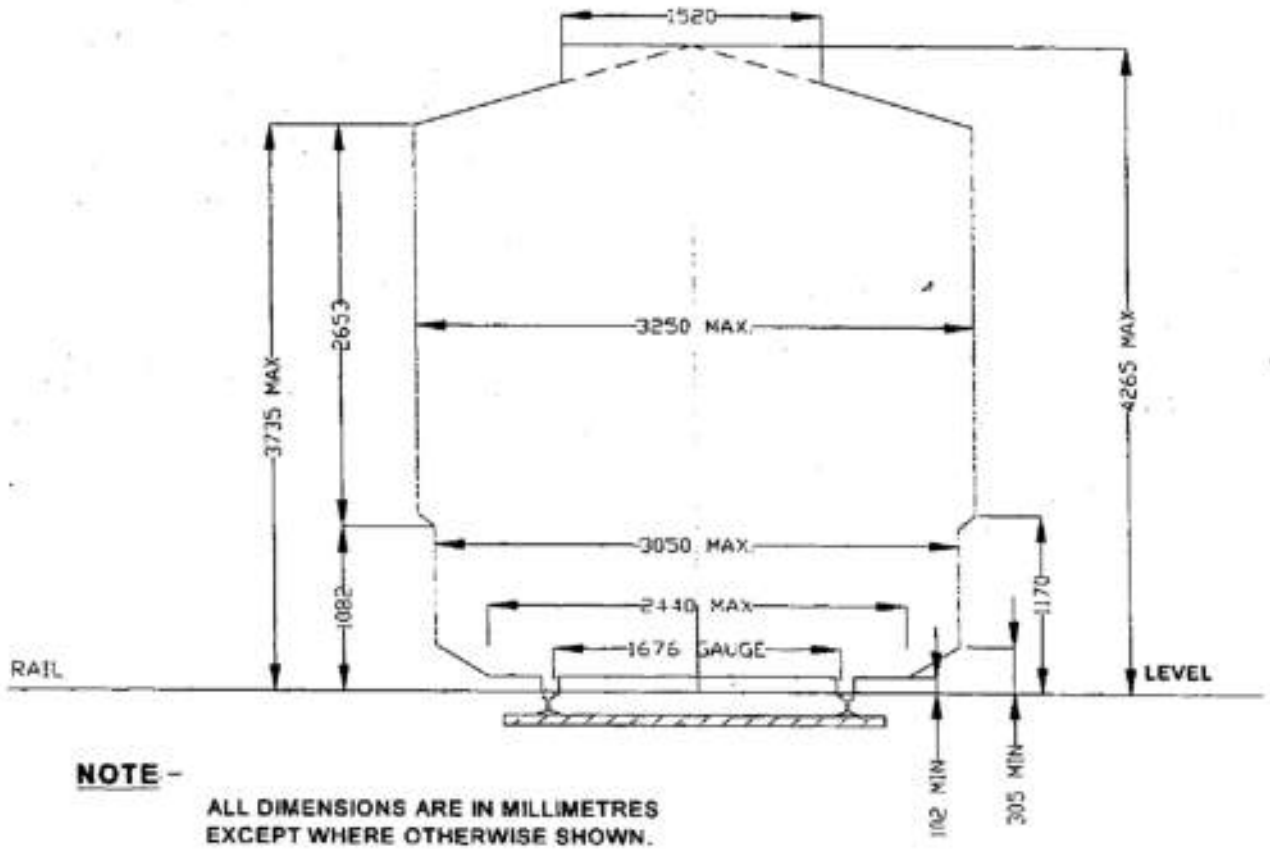
$$D = \frac{H \times S}{G}$$




**NOTE:-**
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

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

# MAXIMUM MOVING DIMENSIONS

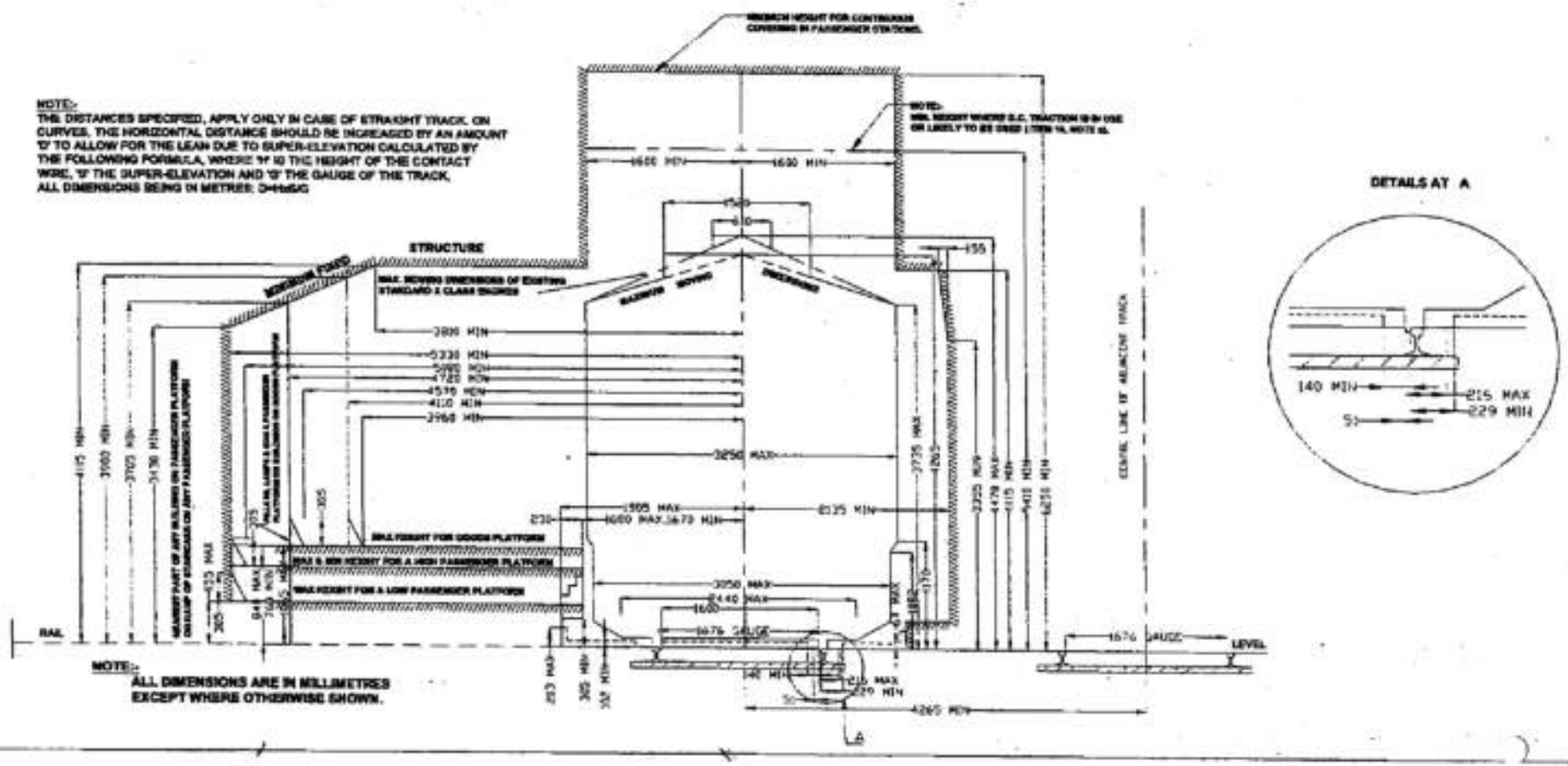



**NOTE** –

ALL DIMENSIONS ARE IN MILLIMETRES
EXCEPT WHERE OTHERWISE SHOWN.

**DIAGRAM NO. 2**
**1676 mm GAUGE**

## STANDARD DIMENSIONS IN STATIONS
## TO SUIT 25 kV.A.C. TRACTION SCHEDULE I-CHAPTER II

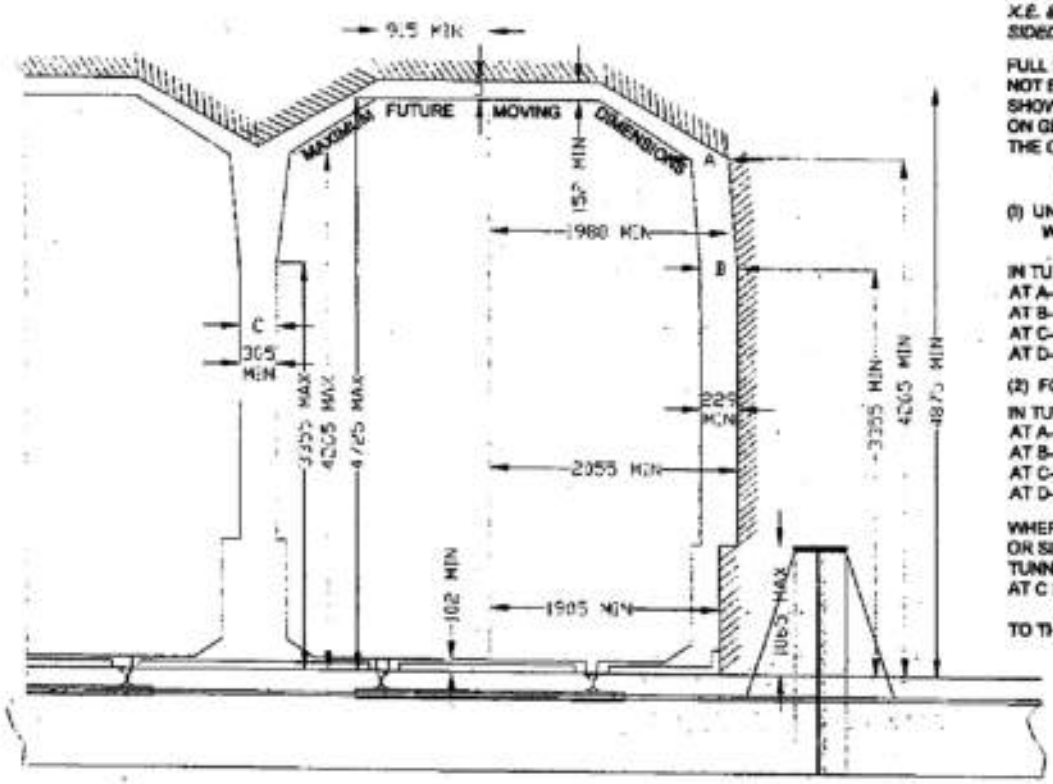


DIGRAM NO. 3 (FIG I)
1676mm GAUGE

## INFRINGEMENTS OF SCHEDULE - I

**FOR 3660 mm GOODS STOCK & NEW STANDARAD LOCOMOTIVES IN EXISTING BRIDGES ONLY**

**PERMITTED UNDER SCHEDULE-II**
**MINIMUM CLEARANCES ON EXISTING GIRDER BRIDGES**




NOTES:-

*FULL LINES SHOW MAXIMUM MOVING DIMENSIONS OF FUTURE 3560 WIDE STOCK & OF EXISTING 3200/3250 WIDE STOCK & OUTLINE OF EXISTING 3660 WIDE ELECTRIFIED STOCK DOTTED LINES SHOW OUTLINE OF NEW STANDARD X.E. & W.H. ENGINES & OF PROPOSED 3660 WIDE HIGH SIDED OPEN TRUCK.*

FULL HATCHED LINES SHOW DIMENSIONS WHICH SHOULD NOT BE INFRINGED IN TUNNELS, DOTTED HATCHED LINES SHOW DIMENSIONS WHICH SHOULD NOT BE INFRINGED ON GIRDER BRIDGES WHERE THE TRACK IS FIXED TO THE GIRDERS.

THE MINIMUM PERMISSIBLE CLEARANCES WILL BE.

(1) UNDER ANY CIRCUMSTANCES & SUBJECT TO ANY RESTRICTION OF SPEED WHICH IT MAY BE CONSIDERED NECESSARY TO IMPOSE.

| IN TUNNELS | ON GIRDER BRIDGES |
|---|---|
| AT A——229mm | AT A—229mm (AT TOP OF SIDES OF VEHICLES) |
| AT B——305mm | AT B—228mm (AT SIDES OF VEHICLES) |
| AT C——380mm | AT C—305mm (BETWEEN MOVING TRAINS) |
| AT D——229mm | AT D—152mm (ABOVE VEHICLES) |

(2) FOR UNRESTRICTED SPEED:

| IN TUNNELS | ON GIRDER BRIDGES |
|---|---|
| AT A——380mm | AT A—229mm (AT TOP OF SIDES OF VEHICLES) |
| AT B——535mm | AT B—455mm (AT SIDES OF VEHICLES) |
| AT C——610mm | AT C—535mm (BETWEEN MOVING TRAINS) |
| AT D——305mm | AT D—229mm (ABOVE VEHICLES) |

WHERE DOORS OPENINING INWARDS OR OF THE RECESSED OR SLIDING TYPE ARE PROVIDED, THE MINIMUM CLEARANCE IN TUNNELS & BRIDGES MAY BE REDUCED TO 380 AT B & 455 AT C FOR UNRESTRICTED SPEED.

TO THE ABOVE MUST BE ADDED THE EXTRA ALLOWANCES FOR CURVES (SEE APPENDIX)

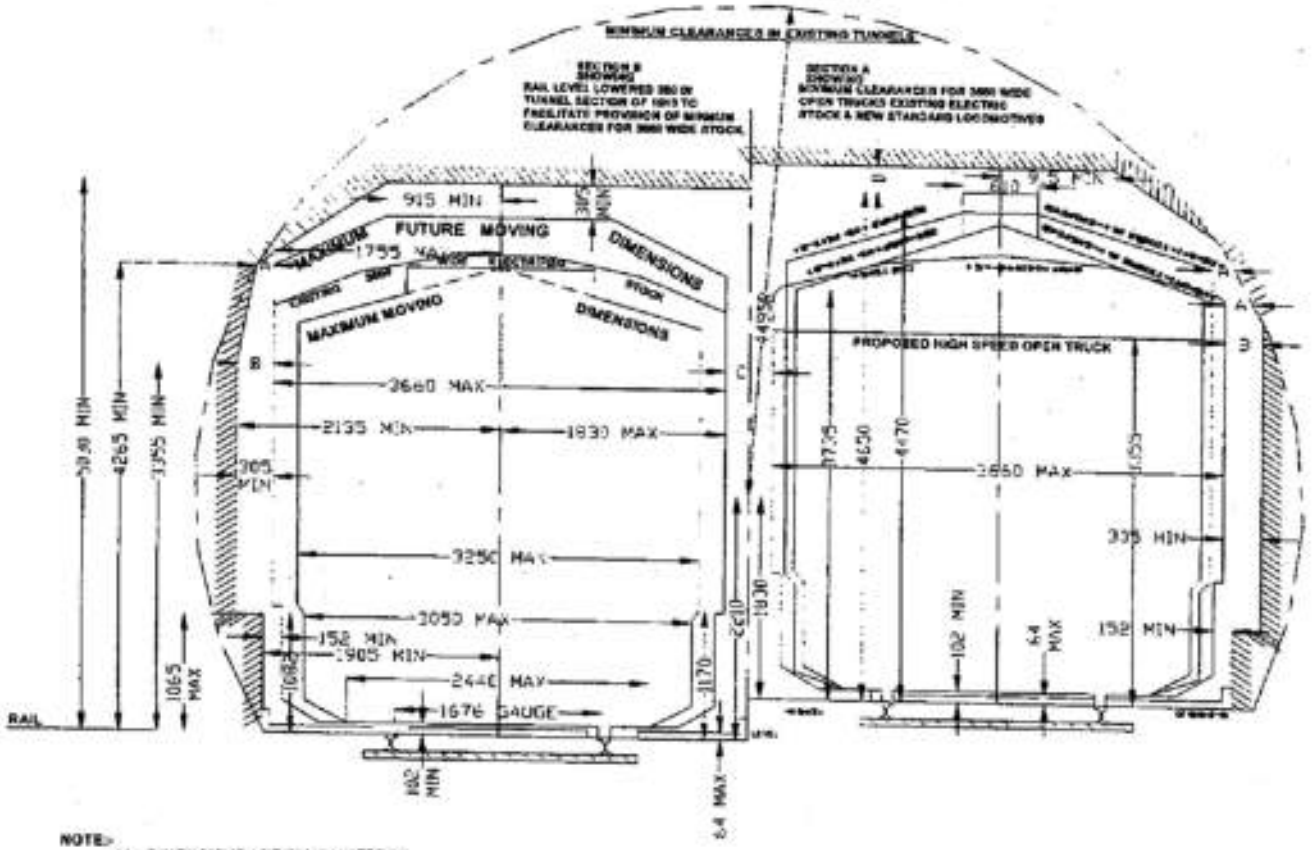
## INFRINGEMENTS OF SCHEDULE - I

**FOR 3660 mm GOODS STOCK & NEW STANDARD LOCOMOTIVES IN EXISTING TUNNELS ONLY**

**PERMITTED UNDER SCHEDULE-II**

DIGRAM NO. 3 (FIG II)
1676mm GAUGE

TUNNEL SECTION OF 1913



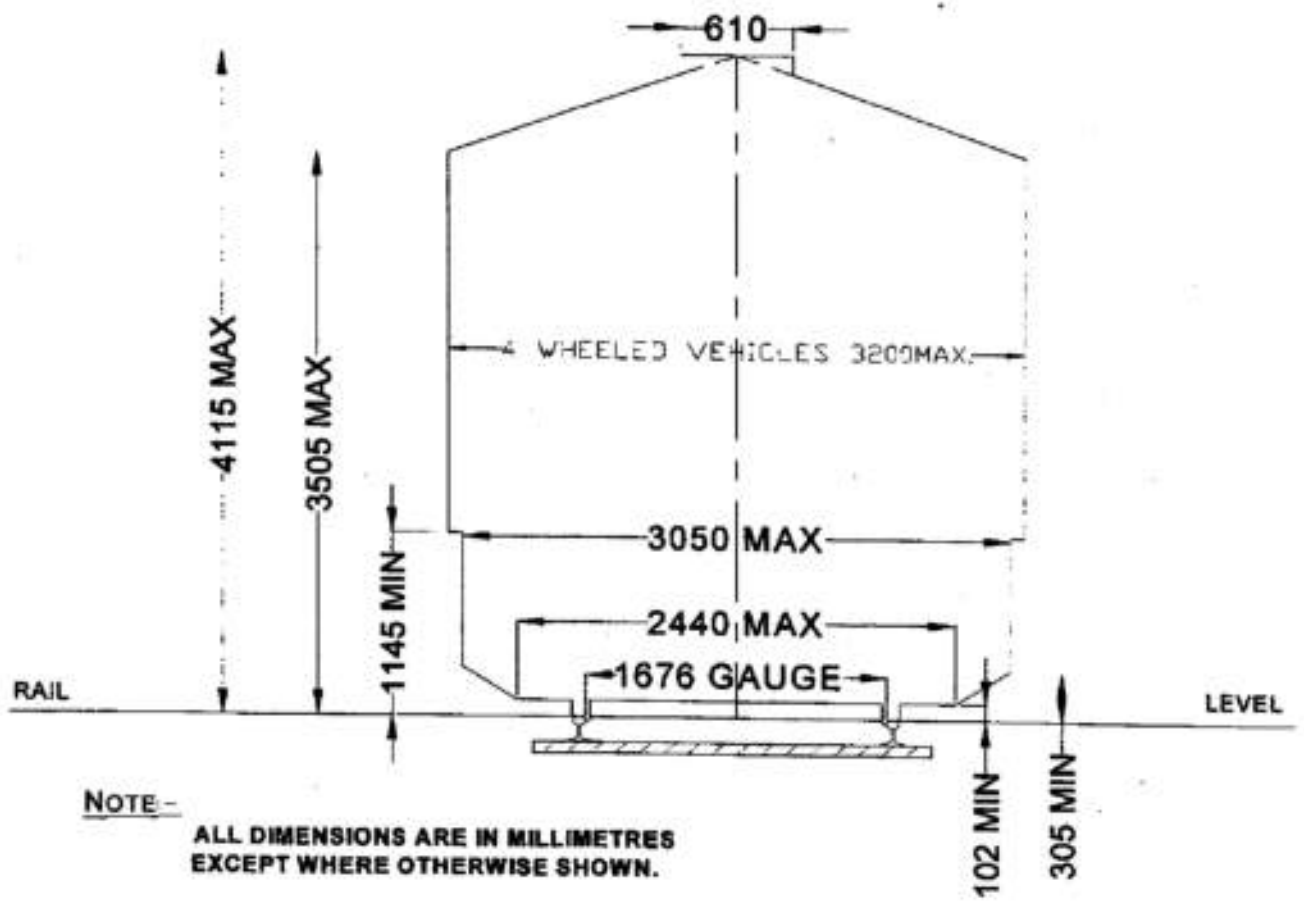

**NOTE:-**
ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN

**NOTE:-**

PLEASE REFER TO NOTES GIVEN IN DIAGRAM No. 3 (FIG I)

**DIAGRAM NO. 4**
**1676mm GAUGE**

## MAXIMUM MOVING DIMENSIONS OF 1929 PROFILE




NOTE –

ALL DIMENSIONS ARE IN MILLIMETRES EXCEPT WHERE OTHERWISE SHOWN.

S-No.3

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

सं. 2013/CEDO/SD/22 New Delhi, Dated 06.11.2013

Principal Chief Engineer,
North Western Railway,
Jaipur

विषय : Condonation for existing infringing gradient of 1 in 100, 1 in 147 and 1 in 207 grades (steeper than 1 in 260) at Ajmer Yard of Ajmer Division of North Western Railway.

संदर्भ : N.W.Rly's letter no. HQ/W/420/2/3/SOB/Ajmer Yard, dated 19.6.13

Commission has forwared North Western Railway's letter no. HQ/W/420/2/3/SOB/Ajmer Yard, dated 19.6.13 for condonation for existing infringing gradient of 1 in 100, 1 in 147 and 1 in 207 grades (steeper than 1 in 260) at Ajmer Yard of Ajmer Division of North Western Railway.

While examining the above proposal it has been observed that :

*"Chainage mentioned in Railway's application for gradient 1 in 147 as well as in Yard Plan is 415.90 to 591.00 meters, however, in Form XVII is 407.50 to 591.00 metres, which needs to be clarified."*

May kindly clarify the above issue of Chainage for gradient 1 in 147 and may also issue instructions to his office to be careful in preparing & sending such ducuments for Board's sanction.

(आलोक कुमार) 6/11/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

1. The General Manager, North Western Railway, Jaipur.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. 221/1109, dated 23.09.13.

6/11/13

D/C

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

सं. 2013/CEDO/ORI/03 New Delhi, Dated 06.11.2013

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

विषय : Opening of Railways - Commissioning of 25 KV AC electrification work on Moth (excl.) km 1183/23 to Govindpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.

संदर्भ : CCRS office OM No. R.11025/03/2013-TW dated-10.10.13.

The issues raised by CCRS in the letter mentioned above have been got examined in Board's office and comments of the Ministry of Railways, duly approved by Railway Board (ML, MT & ME) are furnished as under :

(i) Necessary provisions exist in Indian Railway General Rules and AC Traction Manual for prevention of persons coming in contact or close proximity of live 25 KV AC Traction conductor. Para 4.35(3), 17.05 of GR , Para 312 of Indian Railway Commercial Manual (Vol.I) and Section 156 of The Railways Act, 1989 may please be referred to.

(ii) Remedial instructions have been issued in all the cases of isolated unusual occurrences reported in Central Railway and Western Railway. Comments on Para 9 & 10 of above referred letter are enclosed at Annexure-I.

(iii) Further compliance regarding restricted clearance boards have already been furnished to CRS/NE circle by CBE/NCR vide letter no 355-W/CRS/ Commissioning of Electric locomotives/Moth-GOY/NCR/Bridge dated 10/10/13.

(iv) It is also brought out that detailed instructions to be followed for ensuring safety at worksite has been reiterated vide Additional Member Electrical, Railway Board's D.O. letter no. 2008/Elect(G)/161/8/Punct.Pt, dated 25.10.2010 addressed to CEE/NER with copy to all CEE of Zonal Railways and CORE.

In view of the above, CCRS may kindly authorise Commissioning of 25 KV AC electrification work on Moth (excl.) km 1183/23 to Govindpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.

06/11/13

DA : Annexure-I (02 pages)

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

Copy to :

(i) General Manager, North Central Railway, Allahabad

(ii) General Manager, C O R E, Allahabad - 110001

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

06.11.13

Annexure -I to Board's letter no. 2013/CEDO/ORI/03, dated 06.11.2013

**Remarks on Para 9 of CCRS's Office OM no. R.11025/03/2013-TW, dated 10.10.13 :**

(i) Para No.9 refers to an electrical accident case which took place at Kanpur in North Central Railway on 06.05.2012 when one person climbed on the coal loaded wagon and came in contact with live OHE. In this case the Circuit Breaker at Panki feeding post had tripped and since the hands of the victim were entangled with OHE, the body got burnt completely and coal was also showing signs of burning. The melting of OHE took place due to high current generated, during arcing, on account of electrocution. Safety system, for cutting off the electric power, had worked within the prescribed time limit to actuate the Circuit Breaker. But this safety system is not expected to save a living being, at all times, as it depends on how a person is entangled or has come into contact with the live OHE. It is to mention that out of 17 cases of electrocution, due to 25 kv AC, reported on NCR in the past one and a half years, 4 cases proved to be fatal. Therefore in 76.5% of the cases human/animal lives were saved in spite of electrocution with 25 KV AC OHE.

(ii) The second incident referred to by CCRS took place at Bharthana in North Central Railway on 07.06.2012 when staff was cleaning the BCM and climbed on roof of the machine in clear violation of Para 17.05 given in GR which states that :

*(1) "All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near all vulnerable places to warn staff and public to exercise due caution.*

*(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when overhead equipment is dead and earthed in accordance with special instructions."*

An analysis of the above cases clearly indicated that the above electrical accidents took place, due to the unfortunate violation of standard safety rules and not because of any technical or system shortcomings.

**Hence, it may please be seen that technical as well as legal provisions are already existing which are being followed in Indian Railways.**

**Remarks on Para 10 of CCRS's Office OM no. R.11025/03/2013-TW, dated 10.10.13 :**

(a) The incident referred in Mumbai Division of Central Railway took place on 26.02.2012, due to entanglement of all 4 pantographs of an EMU rake with OHE. This incident took place due to falling of OHE mast during the course of erection of new mast, during construction work. Responsibility was fixed and major penalty charge sheet was issued to two SSEs, and warning letter issued to another SSE. Many other peripheral issues regarding reliability were discussed during the course of CRS inquiry, but the main reason was the falling of OHE mast thereby disturbing the existing OHE alignment which in turn led to panto entanglement. To avoid the recurrence of such incidents, detailed instructions have already been issued by CEE/Central Railway to all Divisions for ensuring the required minimum level of supervision.

**Hence, remedial action has already been taken by Central Railway.**

(b) Incident referred to in Mumbai Division of Western Railway took place on 29.06.200 due to slippage of 242 sq mm catenary from ending clamp. Desired remedial measures have been taken including checking of all ending clamps for 242 sq.mm catenary wire and issue of revised drawing No. CW/TD/DC-AC/P/001/A, Modification A, with approval of RDSO, for ending clamp of 242 sq mm catenary.

**Hence, remedial action has been taken by Western Railway.**

Regarding the issue raised by CRS/NE circle that Central Government has made no rules to prevent roof travel, it is brought out that following sufficient provisions already exists to prevent roof travelling:

*(a)* As per <u>para 4.35 (3) of GR</u>, "*the Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the use of passengers.*"

*(b)* As per **para 312 of Indian Railway Commercial Manual** (Vol I), Chapter III, "*Passengers must not be allowed to travel on footboards or on the roofs of carriages or engine of a train. If any passenger, after being warned by a railway servant to desist, persists in travelling on the roof, steps or footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers, the assistance of the police should be requisitioned for taking action against him under section 156 of the Railway Act which reads as under:*

**Section 156:** "*if any passenger, or any other person, after being warned by a railway servant to desist, persists in travelling on the roof, steps or footboard of a carriage or on an engine, or in any other part of a train not intended for the use of passengers, he shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees or with both and may be removed from the railway by any railway servant.*"

<u>Summarising the above :</u>

(i) Necessary provisions exist in Indian Railway General Rules and AC Traction Manual for prevention of persons coming in contact or close proximity of live 25 KV AC Traction conductor. Para 4.35(3), 17.05 of GR , Para 312 of Indian Railway Commercial Manual (Vol.I) and Section 156 of The Railways Act, 1989 may please be referred to.

(ii) Remedial instructions have been issued in all the cases of isolated unusual occurrences reported in Central and Western Railways.

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

सं. 2013/CEDO/SD/20 New Delhi, Dated 04.11.2013

The General Manager,
Central Railway,
CST Mumbai.

विषय : Condonation to the retention of existing horizontal infringements to IRSOD w.r.t. the minimum distance from centre line of track to any structure, inside existing Parsik Tunnel between km36/6 & km37/1 in connection with modification of existing 1500 Volts DC traction to 25 kV AC traction in KYN-TNA and TNA-LTT (via 5th & 6th lines) sections in Mumbai Sub-urban section of Mumbai Division on Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/DC-AC/5, dated 10.10.13.

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 the retention of existing horizontal infringements w.r.t. the minimum distance from centre line of track to any structure as per Para 13(ii),Chapter-I, Schedule-I of IRSOD 2004; inside existing Parsik Tunnel between km 36/6 and km 37/1 in connection with modification of existing 1500 Volts DC traction to 25 kV AC traction in KYN-TNA and TNA-LTT (via 5th & 6th lines) sections in Mumbai Sub-urban section of Mumbai Division on Central Railway, as shown in Form -XVII and drawing, accompanying above referred letter with Board's comments as under :

*"(i) At locations where horizontal distance of tunnel face wall is less than the 2360mm required, the distance from track centre should be marked on wall of tunnel and maintained as per existing.*

*(ii) No fixtures or cable etc. should be provided on the tunnel face wall above 3355 mm height from top of the rail.*

*(iii) The possibilities of converting the ballast-less track, when 5th & 6th lines are commissioned, may also be kept in view."*

(आलोक कुमार) 04/11/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/20 New Delhi, Dated 04.11.2013

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement no. Q. 11011/5/13-14-T.W.,dated 21.10.13.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Stn. Bldg. Annexe, M.K. Road, Mumbai-20, w.r.t. letter no. C-13(231)/13/826, dated 12.10.13.

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड/Railway Board अनुलग्नक जारी किए जाने के समय/Annexure issued with हस्ताक्षर Signature..... जारी की तिथि Date of issue.....

(आलोक कुमार) 04/11/13
कृते सचिव, रेलवे बोर्ड

Member (Engg.)
PTS No. 104389
Date 16/10/2013

उत्तर रेलवे
बी डी गर्ग
IRSE

मुख्य प्रशासनिक अधिकारी/निर्माण
कश्मीरी गेट, दिल्ली-110006
**Construction Headquarters Office, Kashmere Gate, Delhi-110006**

**No.Policy/ROB/DOP/2013** **Dated: 14.10.2013**

**Member Engineering,**
**Ministry of Railways,**
**Railway Board,**
**New Delhi.**

**Sub:- Dispensation of CRS Sanction for launching of girders for construction of RoBs in traffic blocks, with the help of cranes**

Ref: Railway Board letter's No. 2011/CE-III/Subway/CRS-1 Dated: 23.11.2011

1 Vide Railway Board's letter referred above, a historical decision was taken that since Zonal Railways have gained expertise for insertion of RCC Boxes/Segments during traffic blocks, CRS sanction shall not be required in terms of IRPWM Para 1302(2)(g) for provision of RUB / Subway.

2. Apparently, the convention of taking CRS sanction for completing Railway portion of ROBs goes back to the era when temporary staging was provided along the track, RCC girders were cast in situ and improper supporting arrangements could endanger safety.

Technology has since undergone a transformation now and almost all RoB girders are being launched with the help of road cranes in traffic blocks.

3. It has been observed while working in the field that a substantial time is taken in obtaining CRS sanction for launching of girders for construction of ROBs. There are occasions when the public/political pressure increases for early commissioning of bridge. There are also occasions when time taken for completing formalities of CRS sanction is so much that the contractor executing Railway portion of ROB gets frustrated and withdraws his resources from ROB sites.

4. Since launching of girder across track over piers is now being done in total block with the help of road cranes and there are no temporary arrangements required to be provided, need for CRS sanction is required to be looked in to.

Board is requested to examine the issue and convey approval for waiving off CRS sanction in case of erection of girders in traffic block.

(B D Garg) 14/x/13
**Chief Administrative Officer/Const.**

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2011/CE-III/Subway/CRS-I

New Delhi, dated 23.11.2011

The Principal Chief Engineers
The Chief Administrative Officer (conc.)
All Zonal Railways

Sub: Dispensation of CRS Sanction- Provision of Subway in lieu of level crossings

Railways have planned provision of large nos. of RUBs/Subways in lieu of level crossings by March'2015, in compliance to various Budget Pronouncements and Indian Railways Vision 2020. And over the period of time, Zonal Railways have gained adequate expertise for insertion of RCC boxes / segments during Traffic Blocks followed by Temporary Speed Restrictions. In order to put construction of RUB/subway on fast track, Board has approved that CRS sanction shall not be required in terms of IRPWM Para 1302 (2) (g) for provision of RUB/subway, which has been accordingly modified as under:

Para 1302 (2) (g) - Para 1302 (2) (b) New bridges including road over and under bridges, foot over - bridges, strengthening, raising, reconstruction, dismantling or extension of existing bridges, addition or replacement of existing girders, including, provision of temporary girders. **Here, bridges shall include road over and under bridges, foot over bridges and subways affecting running lines.** *However, sanction of CRS shall not be required for providing RUB/Subway in lieu of level crossings. If pre-cast RCC boxes are inserted through cut & cover method under complete traffic-cum-power block of all affected tracks simultaneously, followed by passing of the first train at dead stop with proceed caution and subsequent trains at 20kmph temporary speed restriction which shall be relaxed as per consolidation of track. The GAD, Design & Drawing, Standard Loadings, Execution / Launching Scheme, etc, shall have due approval of Chief Bridge Engineer/Chief Engineer.*

Further, Railways shall issue standard and site specific safety precautions and working instructions for carrying out subway work through cut & cover method, covering issues/activities involved before, during and after insertion of RCC boxes/segments. Railways shall also ensure that insertion of subway/RUB is done in the presence of Sr.DEN/DEN of the section. **Temporary Speed restriction** should be subsequently relaxed depending on site condition and consolidation of track.

Railways should, therefore, identify more nos. of level crossings, which can be replaced by RUB/Subway in light of above dispensation and in compliance to Chairman, Railway Board D.O. No. 2010/VE-I/LX/WP/Pt dated 23.09.2011 and Board's letter no. 2006/CE-I/LX/WP/Pt dated 30.08.2011. A list of such identified RUB/Subways may please be submitted latest by 30.11.2011 for onward appraisal to Board.

This issue with the approval of Board (ME).

This supersede letter of even no. dated 16.11.2011 issued regarding aforesaid subject.

(Arun Kumar Shrivastava)
Executive Director / CE (B&S-II)

-2011

कार्यालय अधिक्षक
Office Supt.
निदेशक
Director
संकाय अध्यक्ष
Dean

**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**
**(RAILWAY BOARD)**
*****

**No. 2011/CE-II/CS/3** **New Delhi, dt. 28.11.2011.**

**The General Managers (Engg.)-CR, ER, ECR, ECoR, NR, NCR, NER, NFR, NWR, SR, SCR, SER, SECR, SWR, WR, WCR and Metro Railway/Kolkata.**
**The General Manager (Const.), N.F.Railway, Guwahati.**

**The CAO/Const. All Indian Railways.**
**FA & CAO, All Indian Railways.**
**The General Managers (Engg.) – ICF/Chennai, RCF/Kapurthla, DLW/Varanasi, CLW/Chittranjan, W&AP/Yelahanka, Bangalore & DMW/Patiala.**

**The Director General (Track), RDSO/Alambagh, Lucknow.**
**Chief Commissioner of Railway Safety, Lucknow.**

**Managing Director, IRCON, New Delhi.**
**Managing Director, RITES, New Delhi.**
**Managing Director, DMRC, N.B.C.C. Building, Pragati Vihar, New Delhi.**
**Managing Director, CONCOR, New Delhi.**
**Managing Director, RVNL, August Kranti Bhawan, Bhikaji Cama Place, New Delhi.**
**Managing Director, DFCCIL, 2nd Floor, Palika Bhawan, Sec.13, R.K. Puram, New Delhi.**
**Managing Director, PIPAVAV Railway Corp. Ltd., Ist Floor Jeeven Tara Building, Gate No.4, Parliament Street, New Delhi.**
**Managing Director, MRVC, Church Gate station Building 2nd Floor, Mumbai – 400020.**
**Managing Director, RLDA, IRCON Office Compound, Next to Safdarjang Rly. station, Motibagh-I, New Delhi.**
**Managing Director, Konkan Railway Corporation Ltd, Belapur Bhawan, Sector-11, CBD Belapur. Mumbai. Pin - 400614.**
**The Chief Project Officer, DMRC, Pragati Vihar, New Delhi.**

**Director, IRICEN, Pune.**
**Director, IRIEEN, Nasik.**
**Director, , IRISET, Secunderabad.**
**Director, IRIMEE, Jamalpur.**
**Director, IRITM, Vill. Kanausi, Hardoi, Manik Nagar, Lucknow.**
**Director General, Railway Staff College, Vadodara.**
**Genl. Secretaries, AIRF, NFIR, IRPOF, FROA, AIRPFA, DAI (Railways) Rail Bhawan, New Delhi.**

***Sub: Advance Correction Slip No. 127 to the Indian Railways Permanent Way Manual.***

Ministry of Railways (Railway Board) have decided that correction/addition as indicated in the enclosed Advance Correction Slip No.127 dated 28.11.2011, to relevant para of the IRPWM, be made.

Receipt of this letter may please be acknowledged.

28/11/11

(P.K. Sharma)
Director Civil Engg.(P),
Railway Board.

C:\Users\Dell\Documents\sudhir\Correction slip\ACS-127 ( para 1302 (2) (g) dt.18.11.11..doc

# INDIAN RAILWAYS PERMANENT WAY MANUAL

## ADVANCE CORRECTION SLIP No. 127 DATED 28/11/2011

The existing sub para 1302 (2) (g) of Indian Railways Permanent Manual **shall be replaced by the following**:

**Para 1302 (2) (g)** - New bridges including road over and under bridges, foot over- bridges, strengthening, raising, reconstruction, dismantling or extension of existing bridges, addition or replacement of existing girders, including, provision of temporary girders. Here, bridges shall include road over and under bridges, foot over bridges and subways affecting running lines. However, sanction of CRS shall not be required for providing RUB/Subway in lieu of level crossings, if pre-cast RCC boxes are inserted through cut & cover method under complete traffic-cum-power block of all affected tracks simultaneously, followed by passing of the first train at dead stop with proceed caution and subsequent trains at 20 kmph temporary speed restriction which shall be relaxed as per consolidation of track. The GAD, Design & Drawing, Standard Loadings, Execution/Launching Scheme, etc, shall have due approval of Chief Bridge Engineer/Chief Engineer.

*****

FTS-92657

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

शाखा BRANCH CEDO मिसिल सं. FILE NO. 2013/CEDO/ORI/03

विषय
SUBJECT

Opening of Railways-Commissioning of 25 KVA electrification work on Moth (excl.) Km 1183/23 to Gowindpuri (excl.) Km 1343/755.90 with AT Km 1246/33.5 to Kotch Km 1230/231.5 section in Jhansi & Allahabad Division of North Central Railway for Public Carriage of passengers

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

No. 2013/CEDO/ORI/03

**Sub** : Opening of Railways - Commissioning of 25 kVA electrification work on Moth (excl.) km 1183/23 to Govidpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.

**Ref** : CCRS's Office Memorandum, dated 10.10.2013 (SN/1).

1. Vide Memorandum referred above, observations of CCRS on the inspection report of CRS/NE Circle have been forwarded in the form of CCRS note (SN-1/1 to SN-1/3), with the request that :

*"After receipt of the remarks from Ministry of Railways, Inspection Report will be considered by CCRS to form his opinion prior to forwarding the same to Ministry of Railways."*

2. Vide SN-1/23, CRS/NE Circle, has pointed out that :

"I am of the opinion that although electrification work has been done as per existing standard and code of practice, the line cannot be opened for passenger traffic without danger to travelling public till rules are framed (ref. Para 23.3.5; SN-1/22) to stop roof travel.

3. Member Traffic vide his DO letter, dated 17.10.13 (SN/4), addressed to Secretary, Ministry of Civil Aviation, has requested *"to direct CRS/NE Circle to authorize CRS sanction for electric traction services in Moth-Kanpur section of NCR on priority, without linking with modification in GR to frame rules for preventing unauthorised roof travel"* and has further clarified that :

*"Travelling on roof of trains is unlawful activity for which General Rules cannot be modified. However, sufficient care is always taken by Railways by wide publicity through press and posters for warning to staff and public for not climbing on the roof of Carriages or Wagons, located beneath overhead equipment, as brought in Para 17.05 of GR (SN-4/1).*

*Para 4.35(3) of GR (SN-4/2) also stipulates that :*

*The Guard shall not give signal for starting, unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not indented for the use of passengers."*

4. From the above DO letter of MT, it is clear that relevant Rules already exist in the GR. However, N.C. Railway may be asked to comply with requirement of CRS/NE Circle w.r.t. Para 24.1(ii) of his letter (SN-1/23).

Submitted for kind perusal & consideration of Board please and if approved, GM/NCR, GM/CORE and CCRS may be advised accordingly.

21/10/13

21.10.2013
ADE (Civil)
21.10.13

EDCE(G)

If approved, GMs/NCR & CORE and CCRS & CRS/NE Circle may be advised accordingly.

21.10.13
EDCE(G)

Adv./Safety

21/X

AM/CE

AM/Electrical to examine and give comments before case can be processed further.

21.10.13

AM/L

EDCE/G 21/10/13

MT

EDRE

21/10/2013

ML

DRE

continued on page-3.

ME

22/10/13
DRE

**No.2013/CEDO/ORI/03 FTS- 92657**

**Sub:- Opening of Railways- Commissioning of 25 kV AC electrification work on Moth (excl.) km 1183/23 to Govindpuri (excl.) km 1343/GOY/1014 with Ait km 1216/Ait/1001 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.**

**Ref:- (i) Para 9 & Para 10 of CCRS's note received vide letter No.R.11025/03/2013-TW dated 10.10.2013 (SN-1/2, 1/3)**
**(ii) Letters from Board's office to CEEs/ NCR, WR, CR (SN-5, 6)**
**(iii) Replies from CEEs/ WR, NCR, CR dated 21.10.2013 (SN-7, 8 ,9)**

CRS inspection of Moth-Govindpuri section (part of Kanpur-Jhansi section of NCR) was carried out on 16/17.09.2013 for opening the section on electric traction, the sanction for which is still awaited. CRS/NE circle has sent his report to Secretary (Civil Engineering) Railway Board, through CCRS. CCRS on the report of CRS/NE circle has sent his own note to Board's office (**SN.1**), wherein he has specifically asked views of Ministry of Railways on **Para 9 & 10** of his note, before consideration of report submitted by CRS/NE circle for introduction of 25 kV AC traction on Moth-Govindpuri section of NCR.

In this regard, the views of RE Dte. are furnished below:

**Remarks of RE Dte on Para 9**:

(i) **Para No.9** refers to an electrical accident case which took place at Kanpur in North Central Railway on 06.05.2012 when one person climbed on the coal loaded wagon and came in contact with live OHE. The apprehension of CCRS is that the electrical safety system did not act as fast as expected which led to parting of OHE and fatal electrocution to the affected person. The reply of CEE/NCR placed at (**SN-8**) clearly brings out the fact that the Circuit Breaker at Panki feeding post had **tripped** and since the hands of the victim were entangled with OHE, the body got burnt completely and coal was also showing signs of burning. The melting of OHE took place due to high current generated, during arcing, on account of electrocution. Safety system, for cutting off the electric power, had worked within the prescribed time limit to actuate the Circuit Breaker. But this safety system is not expected to save a living being, at all times, as it depends on how a person is entangled or has come into contact with the live OHE. It is to mention that out of 17 cases of electrocution, due to 25 kv AC, reported on NCR in the past one and a half years, 4 cases proved to be fatal (**SN-10**). Therefore in 76.5% of the cases human/animal lives were saved in spite of electrocution with 25 KV AC OHE.

(ii) The second incident referred to by CCRS took place at Bharthana in North Central Railway on 07.06.2012 when staff was cleaning the BCM and climbed on roof of the machine in clear violation of Para 17.05 given in GR which states that,

*(1) "All electrical equipment shall be regarded as being live at all times and consequently dangerous to human life, save and except in cases, where the electrical equipment has been specially made dead in accordance with special instructions. Caution notices shall be prominently fixed near* all vulnerable places to warn staff and public to exercise due caution.

*(2) No person shall climb on the top of engines or tenders or on the roofs of carriages or wagons when those vehicles are located beneath overhead equipment except when overhead equipment is dead and earthed in accordance with special instructions."*

An analysis of the above cases clearly indicated that the above electrical accidents took place, due to the unfortunate violation of standard safety rules and not because of any technical or system shortcomings.

**Hence, it may please be seen that technical as well as legal provisions are already existing which are being followed in Indian Railways.**

**Remarks of RE Dte on Para 10:**

(a) The incident referred in Mumbai Division of Central Railway took place on 26.02.2012, due to entanglement of all 4 pantographs of an EMU rake with OHE. This incident took place due to falling of OHE mast during the course of erection of new mast, during construction work. Responsibility was fixed and major penalty charge sheet was issued to two SSEs, and warning letter issued to another SSE. It can be seen from Annexure-III, IV of CEE/CR's letter dated 21.10.2013 **(SN-9/13, 9/24)** that many other peripheral issues regarding reliability were discussed during the course of CRS inquiry, but the main reason was the falling of OHE mast thereby disturbing the existing OHE alignment which in turn led to panto entanglement. To avoid the recurrence of such incidents, detailed instructions have already been issued by CEE/Central Railway to all Divisions for ensuring the required minimum level of supervision **(Annexure II, SN-9/7).**

**Hence, remedial action has already been taken by Central Railway.**

(b) Incident referred to in Mumbai Division of Western Railway took place on 29.06.2009, due to slippage of 242 sq mm catenary from ending clamp. Reply of CEE/WR dated 21.10.2013 **(SN-7)** may please be seen according to which the desired remedial measures have been taken including checking of all ending clamps for 242 sq.mm catenary wire and issue of revised drawing No. CW/TD/DC-AC/P/001/A, Modification A, with approval of RDSO, for ending clamp of 242 sq mm catenary.

**Hence, remedial action has been taken by Western Railway.**

Regarding the issue raised by CRS/NE circle that Central Government has made no rules to prevent roof travel, it is brought out that following sufficient provisions already exists to prevent roof travelling:

*(a)* As per **para 4.35 (3) of GR**, *"the Guard shall not give the signal for starting unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not intended for the use of passengers."*

*(b)* As per **para 312 of Indian Railway Commercial Manual** (Vol II), Chapter III, *"Passengers must not be allowed to travel on footboards or on the roofs of carriages or engine of a train. If any passenger, after being warned by a railway servant to desist, persists in travelling on the roof, steps or footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers, the assistance of*

*the police should be requisitioned for taking action against him under section 156 of the Railway Act which reads as under:*

**Section 156:** *"- if any passenger, or any other person, after being warned by a railway servant to desist, persists in travelling on the roof, steps or footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers, he shall be punishable with imprisonment for a term which may extend to three months, or with fine which may extend to five hundred rupees or with both and may be removed from the railway by any railway servant."*

**Summarising the above:**

(i) Necessary provisions exist in Indian Railway General Rules and AC Traction Manual for prevention of persons coming in contact or close proximity of live 25 KV AC Traction conductor.

(ii) Remedial instructions have been issued in all the cases of isolated unusual occurrences reported above in Central and Western Railways and there is no necessity for further taking up the matter with NCR or CORE Allahabad.

**Recommendations**:-

In view of the above, it is proposed that there is no further necessity of asking comments from NCR or CORE and CCRS may be advised the above comments and he may be requested to authorise opening of Moth(excl.)-Govindpuri (excl.) section on electric traction. This is considered an operational requirement too, as both ends of the section are already electrified. **Board (ML, MT & ME)** may kindly approve.

**DRE**
**22.10.13**

~~EDRE(P)~~ N.L Raj 22/10/2013

~~EDRE~~ 22/10/2013

~~AM/L~~ 2057 22/10/13

~~AM(CE)~~ Pl examine and put up. 23.10.13

[ML / MT / ME] EDCE/G

ADEE/Cord 26.10.13 EDCE/G

Before processing the case further, it would be better if for addressing the situations of CR & WR as referred by CCRS in Para 10 of his letter, a comprehensive instruction is issued to Zonal Rlys CORE by RS Dte. of R.Bd. with copy to CCRS. Kindly do needful. 30.10.13

EDRE/P

**Most Urgent**
**Standing Committee Matter**

No.2012/Safety (A&R)/18/1 (Pt.-I)

Due to series of Railway accidents, some of them leading to high casualties in the recent past, the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture decided to look into various aspect of the functioning of Commission of Railway Safety namely, how far has this Commission been effective in inspecting tracks and rolling stock from safety angle; what has been the impact of its investigation and reports on improving rail safety; whether this Commission enjoys intended autonomy in actual practice; how seriously its advice/recommendations are taken by the Ministry of Railways; and how to further restructure/empower the Commission to make it effective in real terms.

An issue was raised by the above Committee in the meeting held on 11.10.2012, which was attended by CRB and other officers of the Ministry of Railways, as under:

> "The periodical routine inspections of railways were discontinued in 1953 through an executive instruction though the provision still exists in Section 6(b) of Railway Act 1989. Can a power provided by an Act of Parliament be taken away or discontinued by an executive order without amending the Parent Act?"

The written reply of Ministry of Railways on this issue is enclosed at Annexure-II

In their 188th Report, the Committee has desired that the above issue should be settled in consultation with Ministry of Law. Copy of the relevant Point No.48, 49 & 50 of this report and Ministry of Railways' reply to these points are enclosed at Annexure-III

Legal Cell was requested to examine the matter and advise accordingly.

Legal Cell has commented as under:

> "To enable us examine the matter in its correct perspective, it is requested to link the relevant file(s) wherein the decision to issue the order dated 16.07.1953 was taken. Other relevant files/papers relating to Committee's Report & Ministry's response thereon may also please be linked/placed on file."

In view of Legal Cell's comments, C.E. directorate is requested to furnish to Safety directorate the relevant file(s) wherein the decision to issue the order dated 16.07.1953 was taken so that the same can be submitted to Legal Cell for perusal.

RSRawat
S.O./Safety(A&R)
11.09.2013

Dir. Safety-IV 11/9/2013

Adv./Safety 11/9

AM/CE 11.9.13

FTS-92241

EDCE/G (DDCG-I) Pl. do so. 12/9/13 EDCE

File No. 52-W/80/35 is not traceable in CEDO.

Bejadam
28/10/13
ADE (Civil)

S.O./Safety (A&R)

RSR
28/X/13

**Most Urgent**
**Standing Committee Matter**

No.2012/Safety (A&R)/18/1 (Pt.-I)

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Legal Cell was requested to examine the matter and advise accordingly.

Legal Cell has commented as under:

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In view of Legal Cell's comments, C.E. directorate is requested to furnish to Safety directorate the relevant file(s) wherein the decision to issue the order dated 16.07.1953 was taken so that the same can be submitted to Legal Cell for perusal.

RSRawat
**S.O./Safety(A&R)**
11.09.2013

**Dir. Safety-IV** 11/9/2013

**Adv./Safety** 11/9

**AM/CE** 11.9.13

FTS-92241

EDCE/G (DDCG-I)

Pl. do so.

S. No. 5

**Government of India**
**Ministry of Railways**
**(Railway Board)**

No.2012/Safety(A&R)/18/1 New Delhi, dated 29.05.2013

**OFFICE MEMORANDUM**

**Sub: One Hundred Eighty-Eighth Report of the Department related Parliamentary Standing Committee on Transport, Tourism and Culture on the 'Functioning of Commission of Railway Safety' – Action taken replies-reg.**

The undersigned is directed to refer to Ministry of Civil Aviation's OM No.H.11013/1/2013-RS dated 28.02.13 and 12.04.2013 and to furnish the comments of Ministry of Railways on the observations/recommendations contained in the above referred report of the Committee on the issues related to the functioning of Commission of Railway Safety.

This has the approval of Ministry of Railways.

29/5/2013

(Alok Kumar)
Director Safety-IV
Railway Board.
Ph: 23070944

DA: As above.

O/C

**Kind Attn: Shri L.R.S. Reddy, Director**

Government of India
Ministry of Civil Aviation
B-Block, Rajiv Gandhi Bhawan
Aurobindo Marg, New Delhi-110003.

Copy to: 1. Shri Jagdish Kumar, Director, Rajya Sabha Secretariat, Parliament House, New Delhi-110001.

2. Executive Director Finance(Budget Committee), Railway Board for information.

कृपया जारी करें।
दीपचन्द
29-05-2013

29-5-13

30/5/13

Annexure-III

I No. 91

## INSPECTION

### Para 48

The argument extended by the Ministry of Railways in respect of its order issued in the year 1953 relieving CRSs of their duty of 'annual periodical inspection' is not legally tenable. The said circular says very clearly that Government Inspectors (then) are being "relieved of their responsibility under section 4 (2)(b) of the Indian Railways Act 1890". This amounts to by-passing the law making power of Parliament. Besides, the Committee does not agree with the Ministry's argument that this was done under the power to issue direction by the Central Government, as provided in Section 6 (b) of the Railways Act. The Committee is of the view that the power to issue directions given to the Ministry by the Act, cannot be used to take away something given by the same Act. This is against the basic tenets of subordinate legislation. This 'power to issue direction' should relate to such details, procedures, manner, formalities, timings, etc. of the inspection and certainly not for withdrawing these powers. And the Ministry is supposed to have laid down rules, etc. for carrying out these functions. The Committee does not know if any rule, regulations etc. have been framed under this.

### Para 49

Although the Ministry of Railways contended that the said circular of 1953 became ineffective with the Railways Act 1989 coming into operation, the Committee was informed that the said circular has continued to remain in operation till date. The Committee feels that this circular should have been objected to by the then Ministry of Communication when it was issued and later by the Ministry of Civil Aviation and the matter could have been settled in consultation with the Ministry of Law, if needed. And if the 1953 order became inoperative with the new Railway Act coming into being in 1989, the Ministry of Railways should have issued a fresh circular clarifying the position, which unfortunately was not done. In the absence of such a clarification, the said Order continued to remain in operation till date. The Committee fails to understand the silence of both the Ministries and desires this issue to be settled on priority in consultation with the Ministry of Law & Justice under intimation to this Committee.

... contd/—

S. No. 52

**Para 50**

The committee is of the opinion that powers for annual inspections of open lines and asset of the Railway by CRS should be strengthened. The Commissioner of Railway Safety is "invited" by General Manager to the annual inspection conducted by them, as per the existing practice. The Committee feels that such a practice makes CRSs dependent on the GMs who may carry out inspection as per their desire and convenience. The Committee feels that the CRSs should be given independence to carry out periodic or other inspection of railway lines as provided in Section 6 (b) of Indian Railways Act 1989.

**Reply of the Government** (Reply of Para 48, 49 and 50)

The provision of the earlier Railway Act of 1890 and the executive order issued in 1953 have been superseded by the Railway Act 1989. Section 6(b) (Duties of Commissioner) and Section 7(a) (Powers of Commissioner) of the Act empowers the Commissioners to enter upon and inspect any Railway or any rolling stock used thereon for any of the purposes laid down in the Railway Act. These provisions are similar to Section 4(2)(b) and Section 5(a) of the Railway Act, 1890.

However, as suggested by the Committee, the opinion of Ministry of Law and Justice will be sought in this regard.

Annexure-II

**Point No.2**

The periodical routine inspections of railways were discontinued in 1953 through an executive instruction though the provision still exists in Section 6(b) of Railway Act 1989. Can a power provided by an Act of Parliament be taken away or discontinued by an executive order without amending the Parent Act?

**Reply of the Government**

Section 4(2)(b) of the Railway Act 1890 legislates the duties of an Inspector of the Railway (now CRS) as under:

> 'to make such periodical or other inspections of any railway or of any rolling stock used thereon as the Government may direct."

* Annexure-I The executive order dated 16.07.1953* was issued under the provision of the above section " as the Government may direct" which does not require amendment of the Act. No back reference in this regard has been received from Ministry of Communication (then) or Ministry of Civil Aviation now. The only order available is of 25.07.1953 in which Ministry of Communication has directed the CRSs to follow Ministry of Railways' order while at the same time advising them to conduct inspection covering 20% of the route under their jurisdiction and send their reports to the Ministry of Communication.

However, the provision of the earlier Railway Act of 1890 and the executive order issued in 1953 have been superseded by the Railway Act 1989. Section 6(b) (Duties of Commissioner) and Section 7(a) (Powers of Commissioner) of the Act empowers the Commissioners to enter upon and inspect any Railway or any rolling stock used thereon for any of the purposes laid down in the Railway Act. These provisions are similar to Section 4(2)(b) and Section 5(a) of the Railway Act, 1890.

The CRSs are always invited for annual inspections conducted by the General Managers and attended by all Principal Heads of Department (PHOD). Besides this, they are extended all support whenever they wish to inspect any section/Rolling Stock or during the course of an accident investigation.

S.No.1
S.No.27
Annexure I

// COPY //

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
( RAILWAY BOARD )

...

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

To

All Railways.

Sub : Inspection of Railways.

....

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

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

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

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

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

Sd/-
Joint Director Civil Engineering,
Railway Board.

---

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

सं. 2013/CEDO/SD/16 New Delhi, Dated 28.10.2013

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

विषय : Condonation for existing infringing gradient of 1 in 136.8 and 1 in 155 grades (steeper than 1 in 260) at the proposed Kharagpur West Outer Cabin on Kharagpur - Gokulpur section of Kharagpur Division of South Eastern Railway.

संदर्भ : S.E. Railway's letter no. Works/AE/Gradient/KGP/Pt.I, dated 29.7.13.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for existing infringing gradient of 1 in 136.8 and 1 in 155 grades (steeper than 1 in 260) at the proposed Kharagpur West Outer Cabin on Kharagpur - Gokulpur section of Kharagpur Division of South Eastern Railway, as shown in Form -XVII and drawings accompanying above referred letter with Board's comments as under :

*"No shunting to be performed in the territory of West Outer Cabin. Only trains to be dealt by Cabin."*

28.10.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/16 New Delhi, Dated 28.10.2013

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. 11019/01/2013-14-T.W.,dated 17.09.2013
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 700001, w.r.t. letter no. 654, dated 29.08.2013.
3. ED(Works), Railway Board, Rail Bhawan, New Delhi.

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

28/10/13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2013/CEDO/SD/18

New Delhi, Dated 22.10.2013

**Principal Chief Enginnneer,**
North Eastern Railway,
Gorakhpur

**Sub** : Condonation for infringements of OHE foundations to Item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn. (excl.) to Gorakhpur Cantt. (incl.) and Barabanki (excl.) to Gorakhpur Cantt. (incl.) on North Eastern Railway.

**Ref** : CPM/RE/GKP letter no. RE/GKP/EL/BGC/EIG/342, dated 15.10.13.

Vide reference above, CPM/RE/GKP has submitted clarifications, in responce to meeting held in Board's office on 09.10.2013.

You may, therefore, get the issues examined and send detailed remarks to Board for further necessary action.

Further, since infringements are reportedly in the foundation concrete portion of OHE mast above formation level, the matter may be checked at site and Joint action plan for removing the infringements by cutting the concrete portion, ensuring safety requirements, if any, may also be advised to Board.

DA : as above

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

**Copy to :**

(i) General Manager, North Eastern Railway, Gorakhpur.

(ii) General Manager, C O R E, Allahabad - 110001

(iii) Chief Project Manager, Railway Electrification, Gorakhpur.

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

O/C

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

सं. 2013/CEDO/SD/17 New Delhi, Dated 22.10.2013

The General Manager,
East Central Railway,
Hajipur.

विषय : Condonation for retaining existing infringements to lesser Vertical clearances under ROB at Muzaffarpur Yard (HJP end : Km-87/0-1) to IRSOD (BG) 2004 in Barauni - Muzaffarpur - Hajipur section in connection to Railway Electrification work of Sonpur Division of East Central Railway.

संदर्भ : East Central Railway's letter no. W-3/162/09/cond/MFP/ROB, dated 16.07.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Vertical clearances under ROB at Muzaffarpur Yard (HJP end; Km-87/0-1) to IRSOD (BG) 2004 in Barauni - Muzaffarpur - Hajipur section in connection to Railway Electrification work of Sonpur Division of East Central Railway, as shown in Form -XVII and drawings accompanying above referred letter with Board's comments as under :

"1. Insulated catenary shall be used under the ROB.
2. Electric Loco with panto raised shall not be stopped under ROB. A caution Board to this effect will be provided at both sides of the ROB. This should also be incorporated in SWR and WTT.
3. Permanent bench mark shall be provided to indicate the level of track to be maintained under the ROB so that minimum height of 4.80m is always available from rail level to the underside of the contact wire."

(आलोक कुमार) 22/10/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/17 New Delhi, Dated 22.10.2013

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. 11012/2/13-14-T.W.,dated 27.9.13.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, (12th Floor), Kolkata - 001, w.r.t. letter no. 37/15/Infringement/13/201/H, dated 22.7.13.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर 22/10
Signature.....
जारी की तिथि
Date of Issue.....

(आलोक कुमार) 22/10/13
कते सचिव, रेलवे बोर्ड

a/c

**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**
**RAILWAY BOARD**

No. 2011/CE-III/Subway/CRS-I

New Delhi, dated 23.11.2011

**The Principal Chief Engineers**
**The Chief Administrative Officer (conc.)**
**All Zonal Railways**

**Sub: Dispensation of CRS Sanction- Provision of Subway in lieu of level crossings**

Railways have planned provision of large nos. of RUBs/Subways in lieu of level crossings by March'2015, in compliance to various Budget Pronouncements and Indian Railways Vision 2020. And over the period of time, Zonal Railways have gained adequate expertise for insertion of RCC boxes / segments during Traffic Blocks followed by Temporary Speed Restrictions. In order to put construction of RUB/subway on fast track, Board has approved that CRS sanction shall not be required in terms of **IRPWM Para 1302 (2) (g)** for provision of RUB/subway, which has been accordingly modified as under:

Para 1302 (2) (g) - Para 1302 (2) (b) New bridges including road over and under bridges, foot over - bridges, strengthening, raising, reconstruction, dismantling or extension of existing bridges, addition or replacement of existing girders, including, provision of temporary girders. **Here, bridges shall include road over and under bridges, foot over bridges and subways affecting running lines.** *However, sanction of CRS shall not be required for providing RUB/Subway in lieu of level crossings, if pre-cast RCC boxes are inserted through cut & cover method under complete traffic-cum-power block of all affected tracks simultaneously, followed by passing of the first train at dead stop with proceed caution and subsequent trains at 20kmph temporary speed restriction which shall be relaxed as per consolidation of track. The GAD, Design & Drawing, Standard Loadings, Execution / Launching Scheme, etc, shall have due approval of Chief Bridge Engineer/Chief Engineer.*

Further, Railways shall issue standard and site specific safety precautions and working instructions for carrying out subway work through cut & cover method, covering issues/activities involved before, during and after insertion of RCC boxes/segments. Railways shall also ensure that insertion of subway/RUB is done in the presence of **Sr.DEN/DEN** of the section. **Temporary Speed restriction** should be subsequently relaxed depending on site condition and consolidation of track.

Railways should, therefore, identify more nos. of level crossings, which can be replaced by RUB/Subway in light of above dispensation and in compliance to Chairman, Railway Board D.O. No. 2010/VE-I/LX/WP/Pt dated 23.09.2011 and Board's letter no. 2006/CE-I/LX/WP/Pt dated 30.08.2011. A list of such identified RUB/Subways may please be submitted latest by **30.11.2011** for onward appraisal to Board.

This issue with the approval of Board **(ME)**.

This supersede letter of even no. dated 16.11.2011 issued regarding aforesaid subject.

**(Arun Kumar Shrivastava)**
**Executive Director / CE (B&S-II)**

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

No. 2011/CEDO/SD/IRSOD/Elect./02 New Delhi, Dated 21.10.2013

**Addressed to :**
(As per list mentioned below)

**Sub : Addendum & Corrigendum Slip (ACS) No. 13** to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the following Para / Item of Schedules I and II of IR's Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 13 :

| | |
|---|---|
| *Amendment I* | Para-10 Of Chapter-I : General (pages 6 & 7) |
| *Amendment II* | Para-11 Of Chapter-I : General (pages 7 & 8) |
| *Amendment III* | Para-11 Of Chapter-II : Station Yards (page 14) |
| *Amendment IV* | Notes below Para 8 & 10 and deletion of Para-12 : Schedule - II (page 32) |

**Enclosure : ACS No. 13** (04 pages)

21.10.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

**List for Distribution :**

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




**Copy to :**

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

# Addendum & Corrigendum Slip (ACS) No. 13
To
## Indian Railways Schedule Of Dimensions (B.G.) 2004

---

## I. Amendment To Para-10 Of Chapter-I : General

(At Page - 6 & 7 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 10)

In Schedule-I of IRSOD, Revised 2004

Para 10 shall be read as under :

**10. Height of Road Over Bridges and Foot Over Bridges :**

(a) Minimum height above rail level for a distance of 915mm on either side of the centre of track for overhead structures : 4875 mm

(b) Where D.C. electric traction is in use or is likely to be used, this dimension shall be : 5410 mm

(c) Where 25 kV A.C. traction is likely to be used, the minimum height above rail level for a distance of 1600mm on either side of the centre of track shall be as under :

(i) Light Overhead Structures, such as Foot Over Bridges : 6250 mm

(ii) Heavy Overhead Structures, such as Road Over Bridges and Flyovers : 5870 mm

**Note :**

(a) See Appendix for 'extra clearance required on curves'.

(b) In case of restricted height of existing structures, a special study shall be made, as indicated in Appendix-A to Chapter V-A before 25 kV AC traction is introduced.

Accordingly, only in such cases, the minimum height above rail level shall not be lower than 5070mm in case of Heavy Overhead Structure (such as Road Over & Flyovers) and 5270mm in case of Light Overhead Structures (such as Foot Over Bridges) for a minimum contact wire height of 4800mm from above rail level. OHE arrangements shall be as per RDSO Drawings.

(c) In areas where 25 KV A.C. traction is used or likely to be used, if any turnout or crossover is located under a heavy overhead structure or within 40 metre from its nearest face, irrespective of the position of level crossing gate, the minimum height of such overhead structure shall be 6250mm*. In case the turnout is beyond 40 m; but the level crossing gate is within 520 metre from the nearest face of the bridge, the height of such overhead structure shall be 6250mm*.

(d) The height mentioned against items 10(a), 10(b) & 10(c) above shall be measured from the higher or super elevated rail.

(e) On lines, existing or proposed to be electrified on 25 kV A.C. system, necessary provision shall be made in overhead structure and overhead equipment, if necessary, by using longer traction overhead equipment masts to permit an extra allowance of 275mm for raising of track in future to cater for modern track structure in the form of increased ballast cushion, larger sleeper thickness and deeper rail sections.

* (In case of restricted height of existing heavy overhead structure, minimum height above rail level shall not be lower than 5270mm, adhering to the provisions of note (b) above).

## II. Amendment To Para-11 Of Chapter-I : General

(At Page - 7 & 8 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 10)

In Schedule-I of IRSOD, Revised 2004

Para 11(iv) shall be read as under :

**Para-11(iv) Minimum Horizontal Distance Of Structures**

The minimum horizontal distance measured at right angles from the centre of nearest track to any part of a structure (all structures shall be rigid and well founded), carrying electrical conductors crossing a railway shall be :

(i) For new structure : (H + 6) metre

(ii) For existing structure : (H + 2.135) metre

(where, 'H' is the height of post/structure from nearest ground level)

Note : Any post/structure which is so constructed or guyed as to remain in a vertical position, or failing this to continue to provide the minimum clearances of 2.135m, with one or all of the conductors broken or, with its conductors attached, when subjected to maximum wind pressures, shall be considered to be a "rigid well founded post/structure".

[There is no change in in Para 11(i) to (iii) w.r.t. the existing provisions of IRSOD 2004]

## III. Amendment To Para-11 Of Chapter-II : Station Yards

(At Page - 14 Of IRSOD 2004 And Subsequently Revised Vide ACS No. 10)

In Schedule-I of IRSOD, Revised 2004

Para 11 shall be read as under :

**11. Minimum Horizontal Distance From Centre Of Track To Any Structure :**

**(A) For Existing Works :**

(i) From rail level to 305mm above rail level 1675mm

| | | |
|---|---|---|
| (ii) | From 305mm to 3355mm above rail level | 2135mm |
| (iii) | From 3355mm to 4115mm above rail level | 2135mm decreasing to 1980mm |
| (iv) | From 4115mm to 6250mm above rail level | 1600mm |
| (v) | Below the rail level and upto formation level of the track on straight and curves up to radius of 875m | 2575mm |
| (vi) | Below the rail level and upto the formation level of the track on curves with radius less than 875m | 2725mm |

**Note :**

(a) See Appendix for 'extra clearances required on curves'.

(b) On lines other than main lines or existing main lines, where electric traction is not likely to be introduced; the horizontal distance of 1370mm for height from 4115mm to 6100mm above rail level may be allowed to continue.

(c) The clearance mentioned above in item (v) and (vi) shall be applicable only in new yards including its electrification works. The various fixtures, which are attached to the track like lock bar, point machine, traction bonds, point and signal rodding etc. and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item 11(v) and 11(vi) above will not be applicable to these items.

(d) In case of electrification works in existing yards, no foundations / mast / signal post / any other structure shall be provided between two tracks. In case it is inescapable, the minimum distance of edge of foundation / mast / signal post / any other structure at and above formation level upto rail level from centre of track, shall be 2360mm. The distance shall be proportionately increased, based on available track centre distance upto minimum distance of 2575mm / 2725mm, as the case may be; as specified in Items 11A(v) and 11A(vi) above respectively.

(e) Items 11(A)(v) and 11(B)(vi) above shall not be applicable in case of bridges.

**(B) For New Works or Alteration to Existing Works :**

| | | |
|---|---|---|
| (i) | From rail level to 305mm above rail level | 1905mm |
| (ii) | From 305mm to 1065mm above rail level | 1905mm increasing to 2360mm |
| (iii) | From 1065mm to 3735mm above rail level | 2360mm |
| (iv) | From 3735mm to 4420mm above rail level | 2360mm decreasing to 2135mm |
| (v) | From 4420mm to 4610mm above rail level | 2135mm decreasing to 1980mm |
| (vi) | From 4610mm to 6250mm above rail level | 1600mm |
| (vii) | Below the rail level and upto formation level of the track on straight and curves upto radius of 875m | 2575mm |
| (viii) | Below the rail level and upto the formation level of the track on curves with radius less than 875m | 2725mm |

**Note :** (a) See Appendix for extra clearances required on curves.

(b) Items 11(B)(vii) & 11(B)(viii) above shall not be applicable in case of bridges.

## IV. Amendment To Schedule-II of IRSOD, Revised 2004

(At Page - 32 And As Per ACS-10 Of IRSOD 2004)

A. Notes below Para 8 & 10 shall be read as under :

**8. General : Out Of Station**

**Note** :

(i) See Appendix for 'extra clearance required on curves'.

(ii) In case of existing structures, a special study shall be made as indicated in Appendix-A to Chapter V-A of Schedule-I, before 25 kV AC traction is introduced. In case of restricted height of existing over head structure, the minimum height above rail level shall not be lower than 5070mm in case of Heavy Overhead Structure (such as Road Over & Flyovers) and 5270mm in case of Light Overhead Structures (such as Foot Over Bridges) for a minimum contact wire height of 4800mm from above rail level. OHE arrangements shall be as per RDSO Drawings.

**10. Station Yards :**

**Note** :

(i) See Appendix for 'extra clearance required on curves'.

(ii) In case of existing structures, a special study shall be made as indicated in Appendix-A to Chapter V-A before 25 KV AC traction is introduced. In case of restricted height of existing over head structure, the minimum height above rail level shall not be lower than 5070mm in case of Heavy Overhead Structure (such as Road Over or Flyover Bridges) and 5270mm in case of Light Overhead Structures (such as Foot Over Bridges) for a minimum contact wire height of 4800mm from above rail level. OHE arrangements shall be as per RDSO Drawings.

B. **Para 12.**

Para 12 w.r.t. the existing provisions of IRSOD 2004 (ACS-10), shall be deleted.

No. 2013/CEDO/ORI/03

**Sub** : Opening of Railways - Commissioning of 25 kVA electrification work on Moth (excl.) km 1183/23 to Govidpuri (excl.) km 1343/755.90 with Ait km 1216/33.5 to Konch km 1230/231.5 section in Jhansi and Allahabad Divisions of North Central Railway for public carriage of passengers.

**Ref** : CCRS's Office Memorandum, dated 10.10.2013 (SN/1).

1. Vide Memorandum referred above, observations of CCRS on the inspection report of CRS/NE Circle have been forwarded in the form of CCRS note (SN-1/1 to SN-1/3), with the request that :

*"After receipt of the remarks from Ministry of Railways, Inspection Report will be considered by CCRS to form his opinion prior to forwarding the same to Ministry of Railways."*

2. Vide SN-1/23, CRS/NE Circle, has pointed out that :

"I am of the opinion that although electrification work has been done as per existing standard and code of practice, the line cannot be opened for passenger traffic without danger to travelling public till rules are framed (ref. Para 23.3.5; SN-1/22) to stop roof travel.

3. Member Traffic vide his DO letter, dated 17.10.13 (SN/4), addressed to Secretary, Ministry of Civil Aviation, has requested *"to direct CRS/NE Circle to authorize CRS sanction for electric traction services in Moth-Kanpur section of NCR on priority, without linking with modification in GR to frame rules for preventing unauthorised roof travel"* and has further clarified that :

*"Travelling on roof of trains is unlawful activity for which General Rules cannot be modified. However, sufficient care is always taken by Railways by wide publicity through press and posters for warning to staff and public for not climbing on the roof of Carriages or Wagons, located beneath overhead equipment, as brought in Para 17.05 of GR (SN-4/1).*

*Para 4.35(3) of GR (SN-4/2) also stipulates that :*

*The Guard shall not give signal for starting, unless he has satisfied himself that, except in accordance with special instructions, no person is travelling in any compartment or vehicle not indented for the use of passengers."*

4. From the above DO letter of MT, it is clear that relevant Rules already exist in the GR. However, N.C. Railway may be asked to comply with requirement of CRS/NE Circle w.r.t. Para 24.1(ii) of his letter (SN-1/23).

Submitted for kind perusal & consideration of Board please and if approved, GM/NCR, GM/CORE and CCRS may be advised accordingly.

21/10/13

21.10.2013
ADE (Civil)
21.10.13

EDCE(G)

If approved, GMs/NCR & CORE and CCRS & CCRS/NE Circle may be advised accordingly

21.10.13
EDCE(G)

Adv./Safety

21/X

AM/CE

MT

ML

ME

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

सं. 2013/CEDO/SD/15 New Delhi, Dated 15.10.2013

The General Manager,
North Central Railway,
Allahabad.

विषय : Condonation to infringements for adoption of lesser track centres in Kosi Kalan yard from Km 1437.920 to 1438.960 w.r.t. IRSOD (BG) 2004 on newly constructed 3rd line between Chahata and Hodal stations on Palwal-Bhuteshwar section ofAgra Division on North Central Railway.

संदर्भ : North Central Railway's letter no. 355-W/Board's Condonation/ NCR/Bridge, dated 18.06.2013 and 30.09.2013.

With reference to the above referred application, dated 18.06.2013, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation to infringements for adoption of lesser track centres(i.e. 4.725m) in Kosi Kalan yard from Km 1437.920 to 1438.960 w.r.t. IRSOD (BG) 2004 on newly constructed 3rd line between Chahata and Hodal stations on Palwal-Bhuteshwar section ofAgra Division on North Central Railway, as shown in Form -XVII and drawings accompanying above referred letter.

16.10.13
(आलोक कुमार)
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

सं. 2013/CEDO/SD/15 New Delhi, Dated 15.10.2013

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. 11021/01/2013-14-T.W., dated 11.9.13.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow - 226001, w.r.t. letter no. 3493/Part-6/405/SANC-30, dated 25.6.13.
3. ED(Works) & ED(WP), Railway Board, Rail Bhawan, 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.....

15.10.13
(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

No. 2013/CE-I/EDCE(G)/MISC/3

**Sub: Corporate Safety Plan- 2014-2024.**

Please find enclosed herewith a copy of Advisor Safety's note No. 2013/Safety-I/22/1 dated 27.02.2012 on the subject mentioned above. Hon'ble MR in the Railway Budget Speech of 2013-14, has announced an exercise of making Corporate Safety Plan for a ten years period (2014-2024) to provide long term perspective and focused attention for enhancing safety.

Corporate Safety Plan 2003-13 is available on sims.railnet.gov.in. The same may be corrected/updated/modified for preparation of the Corporate Safety Plan 2014-2024.

Kindly examine the matter and send input for updation by 07.03.2013 to the undersigned so that the same can be compiled and put up to Board (ME) for approval.

EDCE(G)
28.02.13

| R.No. | Concerned EDs | Remarks | Soft Copy | Reminder |
|---|---|---|---|---|
| 130/132-A | • EDCE(P) | ✓ (1) | 08/10/2013 | 4/11 be on marriage CDCE(P) 24/4/13 |
| 126/263 | • EDCE(B&S)I | | | 26/6/13 |
| 140-A | • EDCE(B&S)II | | | 26/6 |
| 141/263/1 | • EDTK(P) | ✓ (2) | ✓ 26/6/13 | |
| 146/149 | • EDTK(M) | | | 26/6 |
| 144-A/150 | • EDTK(Mc) | | | 26/6 |
| 129/128 | • ED(W) | | | 26/6 |
| 504-A | • ED(WP) | | | 27/6 |
| 518/522-A | • EDV(E) | | | 27/6 |
| 110-A/110 | • ED(L&A)I | Nil/27/6 | Nil/27/6 | 27/6 (Dir/L&A) |
| 162/ | • ED(L&A)II | Nil | Nil 27/6/13 | |
| 109-A/ | • ED(L&A)III | Nil | Nil 5/7/13 | 27/6 (on table) |
| 132-B/ | • ED/W/PM | Nil/26/6 | Nil/26/6 | |
| 152-D | • ED/PSU | Nil | Nil | 27/6 |
| 364/ | • ED(RE) | | | 27/6 (on table) |
| | • Additional Member (Civil Engineering) for kind information please. | | | |

FTS No. 24124/2013

# SAFETY DIRECTORATE

No. 2013/Safety-I/22/1

Dated 27-02-2013.

Sub:- Corporate Safety Plan - 2014-2024.

Hon'ble MR in the Railway Budget Speech of 2013-14, has announced an exercise of making Corporate Safety Plan for a ten years period (2014-2024 ) to provide long term perspective and focussed attention for enhancing safety.

In pursuance of above, please find enclosed a copy of Corporate Safety Plan 2003-13. The same may be corrected/ updated/modified by your Directorate for preparation of the Corporate Safety Plan 2014-2024. The Corporate Safety Plan 2003-13 is also available on sims. railnet. gov. in.

( Sunil Kumar )
Advisor Safety

DG(RHS), DG (RPF)

AM/B, AM/C, AM/S, AM/Tele, AM/ME, AM/T, AM/CE, AM/L,

AM/RS, AM/PU, AM/Finance, AM/Plg., AM/Staff, AM/T & C & AM/IT

Copy to:- CRB and Board members for kind information.

Input from all the LDs may please be asked for updation by 07/03/13.

28/2/13

LDCC 6/4

DDCC-1

| Receipt Number | Year | Sender's Name | Subject | Sent to | Sent on |
|---|---|---|---|---|---|
| 24548(11) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | AM/CE | 28/02/2013 |
| 24548(10) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED/Proj.M | 28/02/2013 |
| 24548(9) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | EDRE/PROJ | 28/02/2013 |
| 24548(8) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED/PSU | 28/02/2013 |
| 24548(7) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED (L AND A) III | 28/02/2013 |
| 24548(6) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED (L AND A) II | 28/02/2013 |
| 24548(5) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED (L AND A) I | 28/02/2013 |
| 24548(4) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED V(E) | 28/02/2013 |
| 24548(3) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | ED(WP) | 28/02/2013 |
| 24548(2) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | EQ(Works) | 28/02/2013 |
| 24548(1) | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | EDTK/MC | 28/02/2013 |
| 24548 | 2013 | Alok Kumar | Corporate Safety Plan- 2014-24. | EDTK( M ) | 28/02/2013 |
| 24496(3) | 2013 | Alok Kumar | Corporate Safety Plan - 2014-24. | EDTK(P) | 28/02/2013 |
| 24496(2) | 2013 | Alok Kumar | Corporate Safety Plan - 2014-24. | EDCE(B AND S)-II | 28/02/2013 |
| 24496(1) | 2013 | Alok Kumar | Corporate Safety Plan - 2014-24. | EDCE(B AND S)-I | 28/02/2013 |
| 24496 | 2013 | Alok Kumar | Corporate Safety Plan - 2014-24. | EDCE(Plg) | 28/02/2013 |

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

No.2013/CEDO/SD/18

New Delhi, Dated 09.10.2013

The General Manager,
CORE,
Allahabad - 110001

The General Manager,
North Eastern Railway,
Gorakhpur

**Sub** : Condonation for infringements of OHE foundations to Item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn. (excl.) to Gorakhpur Cantt. (incl.) and Barabanki (excl.) to Gorakhpur Cantt. (incl.) on North Eastern Railway.

**Ref** : Railway Board's letter of even no., dated 07.10.2013.

In above reference, meeting was held in Board's office on 09.10.2013 when CTE/NER, CPM/RE/GKP and EDCE(G) & ED/RE(P) from Railway Board were present.

In a total length of 277 (175 + 102) kms, as many as 2979 (1150 + 1829) nos. of infringements have been mentioned in the two applications, sent by the GMs - CORE & NER, which are too many to be agreed in a routine manner.

It has been observed that CTE/NER had advised CPM/RE/Lucknow on 05.08.2008 that implantations being done by CORE team were not as per provisions of IRSOD and moreover, approved drawings were also not available; but no remedial action was taken by the RE officials. It has resulted into such an unacceptable situation in long stretches of more than 277 kms on main line route.

Further, NER vide letter no. W/275/O/A/ET/4A, dated 09.5.13 had asked RE for action plan for removing the infringements in planned manner; but no information has been made available by CPM/RE/GKP.

In today's meeting, CPM/RE was advised that the following details may further be submitted for processing the cases in Board :

1. Detailed plan showing the infringement locations of OHE foundations.
2. Responsibility fixed for failure in timely action by the CORE team on the above referred letter, dated 05.8.2008 of NER.
3. Further detailed planning of CORE for removing the mentioned infringements from site, as also asked by NER on 09.5.13.

(आलोक कुमार) 09.10
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board

Copy to :

(i) Principal Chief Engineer, North Eastern Railway, Gorakhpur.
(ii) Chief Project Manager, Railway Electrification, Gorakhpur.
(iii) ED/RE(P), Railway Board, New Delhi.

O/C

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

सं. 2013/CEDO/SD/RS/06 New Delhi, Dated 08.10.2013

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

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

संदर्भ : RDSO's letter no. CT/DEL/AC/EMU/BG, dated 08.08.2013.

With reference to your application referred above, sent through the CCRS, Lucknow, the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements to maximum moving dimensions of AC EMU MRVC Phase-II coaches to IRSOD (BG) Revised, 2004. The design of these coaches infringes clause no. 5, 10, 14, 24, 25, 26 & 29 of Chapter-IV(A) of B.G. Schedule of Dimensions, Revised 2004 as shown in Annexure-A, I, II, III, & IV and other details enclosed with your above mentioned letter.

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

सं. 2013/CEDO/SD/RS/06 New Delhi, Dated 08.10.2013

**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.17018/01/2013-14-T.W, dated. 26.08.2013.
2. General Manager, All Indian Railways.
3. Commissioner of Railway Safety, All Circles.
4. Executive Director (Track-1), RDSO, Manak Nagar, Lucknow.
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
Issued with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of issue.....

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2013/CEDO/SD/18 New Delhi, Dated 07.10.2013

The General Manager,
North Eastern Railway,
Gorakhpur.

The General Manager,
CORE
Allahabad - 211001

**Sub** : Condonation for infringements of OHE foundations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn.(Excl.) to Gorakhpur Cantt(Incl.) and Barabanki (Excl.) to Gorakhpur Cantt(Incl.) of North Eastern Railway.

**Ref** : CCRS's office letter no. Q 11015/01/2013-14-TW and Q 11015/01/ 2013-14-TW dated 27.09.2013

Vide letters referred above, two cases of Condonation to infringements of OHE foundations to item no. 8 (iii) (a) & (b) of IRSOD in connection with Railway Electrification works in Chhapra Jn.(Excl.) to Gorakhpur Cantt(Incl.) and Barabanki (Excl.) to Gorakhpur Cantt(Incl.) of North Eastern Railway have been received in Board's office.

Since, the proposed condonations are huge in nos. (i.e. 1830 + 1150 = 2980), CTE/NER and CPM/RE/Gorakhpur may be directed to attend Board's office with complete details and drawings on the above mentioned subject on 09.10.2013 at 11.00 hrs. in Room no. 127.

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

Copy to :
(i) Principal Chief Engineer, North Eastern Railway, Gorakhpur.
(ii) Chief Project Manager, Railway Electrification, Gorakhpur.
(iii) ED/RE(P), Railway Board, New Delhi.

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

O/C

FTS 000-47216/2012 Projects

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

शाखा Projects मिसिल सं. 2010(Proj) Bangalore/3214 (Vol (Pt)
BRANCH FILE NO.

विषय
SUBJECT

SOD for BMRCL

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

from pre-page.

Copy of approval letter for S.O.D. of BHRCL is placed at SN-42. Para (8) on second page of approval letter stipulates conditions will require approval of RB through CCRS.

May kindly see.

4/10/13
DWP

~~ED/WP~~

In view of noting at NP-16, ME may like to consider condoning 'check provision of check rails in Peenya yard' of Bangalore metro Phase I project. This is in view of urgency expressed by BMRCL and CCRS not agreeing to modifications in SOD by Railways. The relevant facts are mentioned at 'A' on NP-16.

09/10/13
SD/WP.

ED/CE/G

1. May kindly be considered for approval.
2. Further, as discussed with AM/CS, subject matters of SOD for IR, DFCCIL, Metro should be dealt and coordinated by CE/G Dte as a system. ED/WP may please organise accordingly for further Metros.

4/10/13
EDCE/G

AM/CS
4/10/13

ACW/P

ME

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

No.2013/CEDO/ORI/02 New Delhi, Dated 01.10.2013

The General Manager,
Southern Railway
Chennai.

**Sub :** Opening of new BG line between Salem Jn. and Karur Jn. (via) Namakkal from (Km. 0.850 to Km. 85.184) in Salem Division of Southern Railway for public carriage of passengers.

**Ref :** CCRS's letter no. R.12017/02/2013-14-T.W, dated 27.9.13.

The above section was inspected by CRS, Southern Circle, Bangalore in February 2013 and opening of the section was authorised by him vide letter no. R.12037/4/2012/SR/2120-22, dated 04.03.2013 with certain observations. The inspection report has been forwarded to Board by CCRS vide his letter under reference.

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

(आलोक कुमार) 01/10/13
कार्यकारी निदेशक/सिविल इंजीनियरिंग/सा./रेलवे बोर्ड

Copy forwarded for information and necessary action to :

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

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक साथ संलग्न जारी
Issue With Enclosure
दस्तखत 1/10/13
Signature.....
जारी की तिथि
Date of Issue.....

01/10

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

No. 2013/CE-I/Seminar/12 New Delhi, Dated 27.09.2013

ED/Track-I, RDSO, Lucknow &
Member Secretary/TSC

विषय : Inputs from CE(G) Dte./Railway Board for 84th meeting of TSC.
संदर्भ : Minutes of 83rd meeting of TSC, held at Bhubaneswar in 2012.

Please find enclosed herewith feedback & inputs from CE(G) Directorate of Railway Board for the forthcoming 84th meeting of TSC, scheduled on 24-26 Oct. 2013 at Shimla.

Necessary action may please be taken for its inclusion in WSC proceedings and circulation to all concerned for timely necessary action alongwith feedback to Board before the meeting.

Enclosure / As above

(आलोक कुमार) 27.09
कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Copy to :
- Director, IRICEN, Pune.
- ED/CE(P), Railway Board.

रेल मंत्रालय
Ministry of Railways
Railway Board
Enclosure
Date of issue

# New Agenda Item for 84th Meeting of TSC

## Cadre Re-structure of Trackman Categories And Track Maintenance Activities By the Unit of SSE/P.Way

1.1 As per earlier practices, maintenance activities on track were done by Permanent Way Inspectors (PWIs) through its team comprising of CPWI, PWI-Gr.I, PWI-Gr.II, PWI-Gr.III, P.Way Supervisor, Gangmate, Keyman, Head Gangman, Sr. Gangman & Gangman.

1.2 Subsequently, the designation of Gangman was changed to Trackman and P.Way Supervisors were re-designated as Sr. PWS.

1.3 After the implementation of 6th Pay Commission, many categories of the above-mentioned lot got merged & vanished and finally, the categories of SSE/JE(P.Way), Sr.PWS, Gangmate, Keyman & Trackman with the Grade Pay as under were existing :

| SL | Category | Grade Pay (Rs.) |
|---|---|---|
| 1 | SSE(P.Way) | 4600 |
| 2 | JE(P.Way) | 4200 |
| 3 | Sr. PWS | 4200 |
| 4 | Gangmate | 1900 |
| 5 | Keymen | 1800 |
| 6 | Trackman | 1800 |

1.4 From the above, it is clear that an individual who joins as Trackman would have, in all probabilities, retired as Trackman or Keyman after about 35 to 40 years of service, that too in its initial Grade Pay of Rs. 1800 only.

1.5 Moreover, Grade Pay of Keyman was also Rs. 1800 and, therefore, lot of resistance / reluctance was found in the posting & working of Keyman.

1.6 On the instructions of Hon'ble MR, a Joint Committee of 5 EDs in Railway Board and General Secretaries of both the Federations (NFIR & AIRF) was constituted and the Committee unanimously recommended track structure of Trackmen categories, i.e. for staff in categories of Trackman, Gangmate and Keyman as Track Maintainers in Grades IV, III, II & I with Grade Pay of Rs. 1800, 1900, 2400 & 2800 respectively.

1.7 Accordingly, after approval of Hon'ble MR, the re-structured Trackman categories emerged as under (Railway Board issued letters no. PC-VI/297/2010/CE-I (Spl)/GNS/15(Pt.), dated 17.08.12 and no. E(NG)I-2012/PMS/1, dated 13.08.13) :

| Old Category | Grade Pay | New Category | Grade Pay |
|---|---|---|---|
| Trackman | Rs. 1800 | Track Maintainer Gr.IV | Rs. 1800 |
| | | Track Maintainer Gr.III | Rs. 1900 |
| | | Track Maintainer Gr.II | Rs. 2400 |
| Keyman | Rs. 1800 | Track Maintainer Gr.I | Rs. 2800 |
| Gangmate | Rs. 1900 | Track Maintainer Gr.I | Rs. 2800 |

1.8 In this way, skilled staff structure has been conceptualized for Trackman categories with a view for better career progression. Such a scenario could be possible because of emphasis laid during deliberations that Trackman have to function more scientifically and higher skill is required in track maintenance activities. Accordingly, higher Grade Pay was recommended by the Committee and accepted by Hon'ble MR. It is, therefore, all the more necessary that duties of the Track Maintainers Gr.IV to Gr.I are meticulously reformulated, decided and implemented in the field.

2.1 Subsequently, the cadre of Sr.PWS has now been merged (Railway Board's letter no. PC-III/2012/FE-II/2, dated 03.07.2013) with JE/P.Way, as was already done way back, in all other departments except for Engg. (P.Way); although the Grade Pay of both the categories, i.e. Sr.PWS and JE(P.Way) was same of Rs. 4200 and such a scenario was also one hindrance to the career progression of P.Way staff.

2.2 Board, after due considerations and deliberations, decided to do away with the category of Sr.PWS and merged it with JE(P.Way) who are in the same Grade Pay of Rs.4200. A letter to this effect has already been issued by Board.

3.1 Additionally, there is need for lateral thinking on prevailing maintenance practices etc. in functioning on P.Way side by the P.Way maintenance units, their in-charges including senior officers. While we are still continuing with the approach of loading a single Supervisor (SSE/P.Way) with all types of activities of inspections, maintenance, compliance, planning, accidents restoration, enquiry etc.; while in advanced railway systems, these activities are judiciously structured.

3.2 It would, therefore, be desirable that all the Zonal Railways apply themselves on the above-mentioned subject and under the present scenario w.r.t. now existing cadre on P.Way side and suggest a more realistic & practicable structure for P.Way maintenance activities, incorporating all the advancements and requirements/responsibilities thereto.

3.3 The item needs deliberation through CTEs of Zonal Railways & Members of TSC; so that proper system could be legislated with duties defined for each level; i.e. for SSE(P.Way), JE(P.Way), Track Maintainer Gr. I, II, III & IV in respect of inspections, maintenance, compliance, planning, accidents restoration, enquiry etc.

3.4 CTEs may be advised to come prepared with the homework done on their Railway w.r.t. actual number of staff sanctioned under each category and the workload available on P.Way front.

# Updates on Old Agenda Items for 84th Meeting of TSC

1. **Item No. 1216**

**Issues related to compliance to C&M-1 Standards for maintenance of track for permitting speed beyond 105 kmph**

(i) As instructed by Member Engineering, normal section should be opened for 110 kmph speed potential and application to CRS should be with this provision. Therefore, track parameters, as mentioned in Para 607(1) of IRPWM need to be adhered to for speed upto 110 kmph.

(ii) Next stage should be of track having speed potential above 110 kmph and upto 140 kmph for which standard of maintenance of track should be as per provisions mentioned in existing Para 607(2) of IRPWM with further modifications, if required.

(iii) Standard of maintenance of track and the trials alongwith frequency of inspection, monitoring etc. need to be legislated for track having speed potential of more than 140 kmph.

(iv) The above provisions in three categories of speed potential need to be made part of IRPWM. Accordingly, the provisions for increasing the sectional speed of track from 105 kmph to 110 kmph, upto 140 kmph and more, as the case may be under various railway systems, were incorporated in Para 10 of Policy Circular no. 7, which also need to be improved/modified.

2. **Item No.1220**

Track centers for the third line needs to be kept at 7.8m, as recommended by the Committee.

3. **Item No. 1229**

**Difference in prescribed limits for track gauge in IRPWM and SOD**

Proposed correction slip for the provision of gauge, specifying the lower limit of gauge for curves of radius less than 350 m needs to be sent by RDSO to Board for examination and approval.

4. **Item No.1242**

**Installation of WILD and Weigh Bridges on routes with (CC+8+2t)**

As already advised to Zonal Railways after approval of Railway Board (Member Engineering) vide letter no. 2010/CE-I(Spl)/EDCE(G)/Misc.14, dated 01.08.2011 (copy enclosed), identification of locations for installation of WILD system on various Zonal Railways need to be done quickly by PCEs in consultation with Mechanical & Operating Departments and this 'safety and asset reliability equipment' should be installed at every 200-300 kms' interval, so that all the trains running on IR system are covered through the WILD systems at various locations.

A copy of the existing JPO for monitoring of WILD information is also enclosed. It should further be reviewed by the Zonal Railways and deliberated during TSC's forthcoming meeting.

5. **Item No.7**

**Revision of work-load of PWIs**

Item no.7 w.r.t. yardstick for assessment of workload of SSE/JE(P.Way) needs a relook. Sub-Committee of TSC may study the subject matter in detail and send its report & recommendations for approval of Board, so that Zonal Railways may reorganize the workload at various levels of supervision on P.Way front in a more realistic and practical manner.

6. **Item No.12**

**Formation treatment and recommendations of RDSO for treatment other than blanketing**

Formation rehabilitation work under open line condition is to be done through mechanized method only and the formation rehabilitation trains as available on various world railway systems should be organized by Geo-technical Directorate of RDSO with proper specifications & guidelines for executing the rehabilitation work under various conditions of bad formation.

7. **Item No.47**

**Outsourcing of track maintenance**

The matter has been under active deliberations and discussions at highest level in Railway Board. It is a fact that cost of departmental manpower is too high and, therefore, alternative means, wherever practicable, need to be thought of.

As per current approved instructions, requirement of Trackman for track maintenance activities is to be worked out based on approved MCNTM formula which is quite dynamic and scientific. It takes care to various scenarios; including traffic density, method of maintenance, population of manned level crossing etc. and input to software of MCNTM should be done precisely & thoughtfully by Zonal Railways.

The annual re-assessment of manpower as on 1st April should be ensured, so that plus and minus are taken care of, including those for the new assets and creation of posts to the bare minimum no. is done by Zonal Railways.

It has been observed that about 30% activities may suitably be outsourced through a systematic contract management on section to section basis and balance about 70% activities as per MCNTM may be executed through departmental labour, the posts for which need to be created.

While the standing instructions on the subject are under approval in Railway Board, Zonal Railways may work out as per these guidelines. The Unified Document of SSOR for P.Way Items may be utilized for contractual works when it is issued in next two months' time after Board's approval.

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

सं. 2013/CEDO/SD/10 New Delhi, Dated 26.09.2013

The General Manager,
Western Railway,
Churchgate, Mumbai.

विषय : Condonation for retaining existing infringements to lesser Vertical and Horizontal clearances to (08 + 02 nos.) ; 66 KV (02nos), 132KV (03 + 02 nos.) and 220KV (03 nos.) overhead power line crossings to IRSOD (BG) 2004 in Ankleshwar - Rajpipla section in connection with Gauge Conversion of NG line to BG line Work of Vadodara Division of Western Railway.

संदर्भ : W.Rly's letter no. W 722/0/EL/C/Track crossing(BRC), dated 12.7.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Vertical and Horizontal clearances to (08 + 02 nos.) ; 66 KV (02nos), 132KV (03 + 02 nos.) and 220KV (03 nos.) overhead power line crossings to IRSOD (BG) 2004 in Ankleshwar - Rajpipla section of Vadodara Division of Western in connection with Gauge Conversion of NG line to BG line Work, as shown in Form-XVII and drawings accompanying above referred letter with Board's comments as under :

*"(i) Railway will check and issue certificate before commissioning of the project that safety of the existing towers has been assessed and ensured that safety of the existing towers has been assessed and ensured w.r.t. rigidness & well founded structure and maintaining letter horizontal clearance will not be safety hazards to train operation.*

*(ii) Railway will inspect these transmission towers every year with regard to horizontal and vertical clearances and keep record of height above rail level under condition of maximum sag."*

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

सं. 2013/CEDO/SD/10 New Delhi, Dated 26.09.2013

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. 11011/02/2013-T.W./207, dated 17.6.13.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Mumbai- 020 w.r.t. letter no. 221/686, dated 08.1.12.

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

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/15

New Delhi, Dated 26.09.2013

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

विषय : Condonation for infringements for adoption of lesser track centres in Kosi Kalan yard at Km. 1437.920 to 1438.960 to IRSOD (BG) 2004 on newly contructed 3rd line between Chahata-Hodal stations on Palwal-Bhuteshwar section in Agra Division of North Central Railway.

संदर्भ : Commission's office letter no. Q.11021/01/2013-14-T.W, dated 11.09.13

Commission has forwared N.C Railway's letter no. 355-W/Board's Condonation/ NCR/Bridge, dated 18.06.2013 for condonation of infringements for adoption of lesser track centres in Kosi Kalan yard at Km. 1437.920 to 1438.960 to IRSOD (BG) 2004 on newly contructed 3rd line between Chahata-Hodal stations on Palwal-Bhuteshwar section in Agra Division of North Central Railway.

While examining the above proposal it has been observed that :

*"Track centres mentioned in forwarding letters of CCRS/CRS as well as in Railway's application is 4.72 meters, however, in Form XVII & drawing is 4.725 metres, which needs to be clarified."*

May kindly clarify the above issue of track centres and send the comments/ recommendations of Commission for further action in Board.

26-9-13

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

Copy forwarded for information and necessary action to :

1. The General Manager, North Central Railway, Allahabad.
2. The Commissioner of Railway Safety, North Eastern Circle, Hazratganj, Lucknow, - 226001, w.r.t. letter no. 3493/Part-6/405/SANC-30, dated 25/26-06-2013,
3. ED (WP), Railway Board, Rail Bhawan, New Delhi.

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

O/C

## Details of sections completed and awaiting CRS sanction/inspection as on 05-09-2013

| S. No. | Year | Rly | Plan head | Name of Project | Section | Length compltd. | Remarks |
|---|---|---|---|---|---|---|---|
| 1 | 2010-11 | SWR | NL | Kadur-Chickmanglur | Kadur-Chickmaglur | 32 | Application submitted on 06-06-13 & 07-06-13 |
| 2 | 2010-11 | ECR | DL | Semapur-Kursela | Karhgola-Kursela of Semapur-Kursela | 21 | CRS inspection fixed for 12/7/13. Cancelled on 08/07/13. |
| 3 | 2011-12 | SECR | DL | Bilaspur-Urkura | Baikunth-Silyari 3rd line | 8 | Originally applied on 31/8/12. Observations complied. Returned by CRS on 23/8/13 to apply afresh. |
| 4 | 2011-12 | SECR | DL | Champa Byepass | Champa Byepass | 8 | Opened for goods in Dec-12 and applied for passenger in Jan13. Held up as policy circular 7 stipulates application for goods also to apply to CRS. |
| 5 | 2011-12 | ECOR | NL | Lanjigarh Rd.-Junagarh | Bhawanipatna-Junagarh | 54 | Papers already signed by all PHOD and being submitted to CRS. |
| 6 | 2011-12 | SCR | NL | Gadwal-Raichur | Raichur-Pandurangaswamy-Chandrabanda | 31 | Papers submitted on 9-7-13. Observations received on 19-8-13 and complied on 02.09.13 |
| 7 | 2011-12 | SCR | NL | Bidar-Gulbarga | Khanapur-Homnabad | 50 | Section ready. Held up due to no decision on Gadwal-raichur. Application will be submitted in Sep-13. |
| 8 | 2011-12 | ECR | GC | Mansi-Sahrsa including Saharsa Dauram Madhepura-Purnea (143 km) | Madhepura-Murliganj | 22 | Papers submitted in July13. Observations received three days ago. |
| 9 | 2011-12 | NFR | GC | Rangiya-Rangapar North-Murkongselek along with linked fingers (510.33 km) | Rangiya-Rangapara North | 123.26 | CRS inspection held in April-13. Deficiency identified have ben rectified. Re inspection date has not been fixed. |
| 10 | 2011-12 | NFR | GC | New Maynagori-Jogighopa (NL Project) | New Mal-Changrabandha | 62 | CRS papers submitted. Observations complied. Finishing work are in progress. |
| 11 | 2011-12 | NWR | GC | Suratpura-Hanumangarh-Sriganganagar (240.95 km) | Sriganganganagar-Hanumangarh (Part) | 68 | CRS application submitted on 02-09-13. |
| 12 | 2011-12 | SWR | GC | Kolar-Chickballapur | Kolar-Chickbalapur | 96 | Application submitted on 23-04-13 and for yards on 25-07-13. Observations complied ion 07-08-13 & 09-08-13 |

Received from D(W) on 24.9.13

| S. No. | Year | Rly | Plan head | Name of Project | Section | Length compltd. | Remarks |
|---|---|---|---|---|---|---|---|
| 13 | 2011-12 | WR | GC | Ankeleshwar-Rajpipla | Ankeleshwar-Rajpipla | 62.89 | CRS papers submitted 3 months ago. Observations raised on sanction of posts and minor left over works. |
| 14 | 2011-12 | ER | DL | Magrahat-Diamond Harbour | Magrahat-Diamond Harbour | 19.97 | CRS applied on 30-07-12. Observations replied. Posts sanctioned. Inspection date awaited. |
| 15 | 2011-12 | ER | DL | Dakshin Barasat-Lakshmikantapur | Dakshin Barasat-Lakshmikantapur | 19.68 | CRS applied 6 months ago. Observations replied. Posts sanctioned. Inspection date awaited. |
| 16 | 2011-12 | ER | DL | Katwa-Patuli | Katwa-Dainhat | 8 | CRS applied on 26-12-12. Observations replied. Posts sanctioned. Inspection date awaited. |
| 17 | 2011-12 | ER | DL | Kalinarayanpur-Shantipur | Shantipur-Phulia | 7 | CRS applied 5 months ago. Observations replied. Posts sanctioned. Inspection date awaited. |
| 18 | 2011-12 | ECOR | DL | Vizianagaram-Kottavalsa (34.7 km) | Korukonda-Vizianagaram | 10.65 | Pre NI permission received on 16-07-13. Pre NI and NI done but CRS inspection yet to be done. 3 rd commissioning held up and one crossing station had to be suspended. |
| 19 | 2011-12 | ECOR | DL | Vizianagaram-Kottavalsa (34.7 km) | Kottavalsa-Kantakapali | 7.74 | Pre NI permission received on 16-07-13. Pre NI and NI done but CRS inspection yet to be done. 3 rd commissioning held up and one crossing station had to be suspended. |
| 20 | 2011-12 | NR | DL | Panipat-Khukrana | Panipat-Khukrana | 8 | CRS sanction for yards received. Inspection for doubling section is awaited. |
| 21 | 2011-12 | RVNL | DL | Raichur-Guntakal | Adoni-Isivi | 15 | CRS application submitted. Date for inspection not being confirmed. |
| 22 | 2012-13 | WR | GC | Ratlam-Mhow-Khandwa-Akola | Ratlam-Fatehabad | 80 | CRS application under signature. Section planned for inspection in Oct-13. |
| 23 | 2012-13 | ECOR | DL | Vizianagaram-Kottavalasa 3rd line (34.70 km) | Korukonda-Alamanda-Kantakapalli | 9 | Section ready in all respect. CRS application held up due to pending CRS inspection for other sections of same project. |

| S. No. | Year | Rly | Plan head | Name of Project | Section | Length compltd. | Remarks |
|---|---|---|---|---|---|---|---|
| 24 | 2012-13 | ECOR | DL | Vizianagaram-Kottavalasa 3rd line (34.70 km) | Korukonda-Alamanda-Kantakapalli | 7.3 | Section ready in all respect. CRS application held up due to pending CRS inspection for other sections of same project. |
| 25 | 2012-13 | ER | DL/I | Lalgola-Jiaganj | Bhagawangola-Jiaganj | 11.52 | Section complete and ready for inspection. Due to pending 4 inspections, application is pended. |
| 26 | 2012-13 | SCR | DL | Raghavapuram-Peddampet | Manchiriyal-Mandamari | 10 | Condonation application regarding gradient and LC in runover length applied. After getting condonation, application can be submitted. |
| 27 | 2012-13 | WR | DL | Udhana-Jalgaon with electrification | Ukaisongarh-Chinchpada | 40 | Section ready. CRS verbally told to apply only after sanction of posts. Sanction of posts awaited. |
| 28 | 2012-13 | WR | DL | Udhana-Jalgaon with electrification | Dharnagaon-Paldhi | 7 | Section ready. CRS verbally told to apply only after sanction of posts. Sanction of posts awaited. |
| 29 | 2012-13 | WR | DL | Viramgam-Surendernagar | Sabri Road-Lilapur | 14 | Section ready. CRS verbally told to apply only after sanction of posts. Sanction of posts awaited. |
| | | | | | Total | 913 | |

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

सं. 2013/CEDO/SD/12

New Delhi, Dated 25.09.2013

The General Manager,
Central Railway,
CST, Mumbai.

विषय : Condonation for retaining existing infringements to lesser Horizontal clearances to 04 nos of HT overhead power line crossings to IRSOD (BG) 2004 in KYN-DW section in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/DC-AC/4, dated 12.07.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Horizontal clearances to 04 nos of HT overhead power line crossings to IRSOD (BG) 2004 in KYN-DW section in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central 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/12

New Delhi, Dated 25.09.2013

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. 11011/02/2013-14-T.W., dated 14.09.2013.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor,Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(225)/2013/752, dated 11.09.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.
4. C & IS Directorate, Railway Board, 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.....

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

सं. 2013/CEDO/SD/13 New Delhi, Dated 25.09.2013

The General Manager,
Central Railway,
CST, Mumbai.

विषय : Condonation for retaining existing infringements to lesser Vertical clearances under one ROB and two FOBs to IRSOD (BG) 2004 in Thane (TNA)- Kalyan (KYN) section in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/DC-AC/1, dated 26.08.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Vertical clearances under one ROB and two FOBs to IRSOD (BG) 2004 in Thane (TNA)- Kalyan (KYN) section in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central 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/13 New Delhi, Dated 25.09.2013

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. 11011/01/2013-14-T.W., dated 14.09.2013.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor,Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(224)/2013/723, dated 30.08.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.
4. C & IS Directorate, Railway Board, for uploading in website.

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

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

o/c

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

सं. 2013/CEDO/SD/14 New Delhi, Dated 25.09.2013

The General Manager,
Central Railway,
CST, Mumbai.

विषय : Condonation for retaining existing infringements to lesser Horizontal clearances of OHE structures to IRSOD (BG) 2004 between CSTM and Kurla (i.e. at CSTM, Mazgaon, Byculla, Dadar, Matunga and Kurla) in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/DC-AC/1, dated 19.03.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Horizontal clearances of OHE structures to IRSOD (BG) 2004 between CSTM and Kurla (i.e. at CSTM, Mazgaon, Byculla, Dadar, Matunga and Kurla) in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central 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/14 New. Delhi, Dated 25.09.2013

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. 11011/03/2013-14-T.W., dated 14.09.2013.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor,Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(221)/2013/751, dated 11.09.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.
4. C & IS Directorate, Railway Board, 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.....

O/C

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

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

No.2013/CEDO/ORI/01

New Delhi, Dated 25.09.2013

The General Manager,
Southern Railway,
Chennai.

**Sub** : Opening of the regarded Up main line between Shoranur (Km. 579.217) and Karakad (Km. 583.330) in Palghat Division of Southern Railway for Public Carriage of Passengers.

**Ref** : CRS/Southern Circle letter no. R.12037/4/2010-SR/46-49, dated 15.3.13.

The above section was inspected by CRS, Southern Circle, Bangalore on 15.03.2013 and the opening of the section was authorized vide his letter no. R.12037/4/2010-SR/46-49, dated 15.3.13 with certain observation. The inspection report vide CCRS's office letter no. R.12017/01/2013-14-T.W dated 11.09.2013 has been forwarded to this office with a copy to CRS/SC/Bangalore.

You are requested to take necessary action to comply with the various observations made in his above said letter for opening of the section and the inspection report.

The action taken on different item recorded in juxta position to the above document may be furnished to CRS/ Southern Circle endorsing a copy to this office early for communicating the approval of the opening of the section by the Board.

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

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

- CAO(C), Southern Railway, Chennai Egmore.

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

o/c

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 सहित जारी
Issued with Enclosure
Signature.....
तारीख की दिनांक
Date of issue.....

04/09/13

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

FOS 96711/2013

**SAFETY DIRECTORATE**

2013/Safety/A&R/CCRS Meeting

Dt 19.09.2013

**Sub**:- Co-ordination Meeting with CCRS/CRS at Railway Board
**Ref**:- Meting with CCRS by Board Members and further with Secy to MoCA

It is planned to have a co-ordination meeting with CCRS/CRS at Railway Board in near future. In this regard the issues of concern is being compiled so that same may be discussed during meeting.

The issues of concern or agenda item if any may kindly be sent for compilation.

(Director/Safety/IV)

95867 95867(1)

DG(RHS), DG(RPF)

95867(3) 95867(4), 95867(5), 95867(6), 95867(7), 95867(8), 95867(9) 95867(9)

AM/B, AM/C, AM/Signal, AM/Tele, AM/ME, AM/T, AM/CE, AM/L

95867(10) ED (C) 95867(11) 95867(12) 95867(13) 95867(14) 95867(15) 95867(16)

AM/RS, AM/PU, AM/Finance, AM/Plg, AM/Staff, AM/T&C, and A M/IT

ED AM/Works, ED Auto/Traffic, ED/Cdg. ED/RS (G)

95867(17) 95867(18) 95867(19)

ED CE(P) 23.9.13

ED/CE/G

ADET/CR

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

सं. 2013/CEDO/SD/11 New Delhi, Dated 23.09.2013

The General Manager,
Central Railway,
CST,Mumbai.

विषय : Condonation for retaining existing infringements to lesser Vertical clearances for contact wire height at the existing LC Gates at Diva Jn. (DW) & Thakurli (THK) in KYN-DW section of Mumbai Division of Central Railway in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction.

संदर्भ : Central Railway's letter no. PCE/CRS/BB/DC-AC/3, dated 12.07.2013.

With reference to the above referred application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for condonation for retaining existing infringements to lesser Vertical clearances for contact wire height at the existing LC Gates at Diva Jn. (DW) & Thakurli (THK) in KYN-DW section of Mumbai Division of Central Railway in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction, as shown in Form-XVII and drawings accompanying above referred letter with Board's comments as under :

*"The infringement of structures shall be jointly measured by the Engineering & Electrical staff every year to check the amount of infringement as per record."*

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

सं. 2013/CEDO/SD/11 New Delhi, Dated 23.09.2013

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. 11011/01/2013-14-T.W., dated 14.09.2013.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor,Churchgate Station Building Annexe, M.K. Road, Mumbai- 400020, w.r.t. letter no. C-13(225)/2013/753, dated 11.09.2013.
3. EDRE(P), Railway Board, Rail Bhawan, New Delhi.
4. C & IS Directorate, Railway Board, for uploading in website.

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

(आलोक कुमार)
कृते सचिव, रेलवे बोर्ड

(2013/CEDO/SD/14) S.N. 1 Receipt

**Sub :** Condonation for retaining existing infringements to lesser Horizontal clearances of OHE structures to IRSOD (BG) 2004 between CSTM and Kurla (i.e. at CSTM, Mazgaon, Byculla, Dadar, Matunga and Kurla) in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

The PUC (SN-1/10) on above subject is received from Central Railway, Mumbai, duly forwarded through CCRS/LKO (SN-1) and CRS/Central Circle/Mumbai (SN-1/1), seeking condonation from Ministry of Railways, Railway Board for retaining existing infringements to lesser Horizontal clearances of OHE structures to IRSOD (BG) 2004 between CSTM and Kurla (i.e. at CSTM, Mazgaon, Byculla, Dadar, Matunga and Kurla) in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

While examining the above proposal it has been observed that :

*"Details given in Form XVII (SN-1/15 to SN-1/33) are not matching with application details at SN-1/10."*

May kindly examine the issue

18/9/13
(V.S Yadav)
ADE/Civil

EDRE/P

Sr. No 1/14 to 1/33 are duplicate for 90 structures.

18/9/2013

ADE/Civil

19/9/13

FTS – 90096

(2013/CEDO/SD/14)

S.N. 1 Receipt

**Sub** : Condonation for retaining existing infringements to lesser Horizontal clearances of OHE structures to IRSOD (BG) 2004 between CSTM and Kurla (i.e. at CSTM, Mazgaon, Byculla, Dadar, Matunga and Kurla) in connection to modification of existing 1500 Volts DC traction to 25 KV AC traction of Mumbai Division of Central Railway.

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May kindly examine the issue

18/9/13
(V.S Yadav)
ADE/Civil

**EDRE/P**

O/C
18/9/13

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

सं. 2011/CEDO/SR/Misc./1 New Delhi, Dated 17.09.2013

**The General Manager,**
All Indian Railways.

विषय : Sanction for increase in sectional speed on already opened Railways.

संदर्भ : GM/SER's letter no. TC/RS/INPUTS/713, dated 31.05.2013.

1. Vide reference above, GM/SER has raised the issue of LHB trains being cleared by CRS for operation at 105 kmph speed even on the sections where ICF trains were already running at 110 kmph. It has further been brought out by SER that stipulation made in Policy Circular no. 7 to the effect that *"For permitting speed above 105 kmph on Broad Gauge, the track on the route shall be maintained to standards prescribed in Para 607 of Indian Railway Permanent Way Manual (IRPWM)"*, is likely to create problem in increasing speed of LHB coaches to 110 kmph on these sections, even though LHB coaches have better suspension vis-a-vis ICF coaches.

2. The matter has been examined in Board. It is pertinent to mention here that while Policy Circular no. 6 is on "Procedure for certification of maximum permissible speed for rolling stock"; Policy Circular no. 7 is for "Opening of sections and sanction of sectional speed on Indian Railways".

   Running of trains on a Railway system is organised by the Zonal Railway based on sanction of sectional speed, accorded by the CRS while opening the section or modified subsequently, as per sanction given by CRS. Similarly, maximum permissible speed for a rolling stock and its running on the Railway system is based on speed potential of that rolling stock, as certified by RDSO in the Speed Certificate for the concerned rolling stock and sanctions accorded by the concerned CRS on the application of Zonal Railways in terms of provisions of Policy Circular no. 6.

   In the instant case, as mentioned by S.E. Railway, it is understood that ICF coaches are already running at a speed of 110 kmph. It is, therefore, implied that sectional speed of those sections is at least 110 kmph. In such a scenario, if the sanctioned speed of the so-referred LHB coach is 110 kmph or more as per speed certificate issued by RDSO; there should not be any reason to restrict the speed

of such LHB coaches to less than 110 kmph while running on various sections of IR. It is also pertinent to mention here that track maintenance standards for 105 kmph and 110 kmph speed are same.

3. In view of above, Railways are advised to sort out the matter with CRS at their level and no further clarification from Board is considered necessary at this stage.

4. This issues with the approval of Board (MM and ME).

17.9.13

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

सं. 2011/CEDO/SR/Misc./1 New Delhi, Dated 17.09.2013

Copy for information and necessary action to :

- GM/NFR - This connects his letter no. W/168/CRS/2010/TK, dated 13.6.13 in connection with raising speed of trains on New Jalpaiguri - New Bongaigaon section
- GM/NCR - This connects his letter no. Mech./751/CRS, dated 05.08.13.
- Director General, RDSO, Manak Nagar, Lucknow.
- Chief Commissioner of Railway Safety, Ashok Marg, Lucknow.

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



O/C

FTS No.: 87538

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

शाखा BRANCH: M(C) मिसिल सं. FILE NO.: 77/M(C)/202/6 Part II

विषय
SUBJECT

CRS sanction for Double Decker between HBJ–IND

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected original file papers retained
Top sheet is returned herewith for your office record.

17/9/13
ADE (Civil)

17.9.2013

SN-4

**GOVERNMENT OF INDIA**
**MINISTRY OF RAILWAYS**
**(RAILWAY BOARD)**

No. 77/M(C)/202/6

New Delhi, dated 10.09.2013

The General Manager
West Central Railway
Jabalpur

**Sub: CRS sanction for running of BG high capacity AC EOG double decker chair car coaches (width 3050 mm) fitted with pneumatic suspension at the secondary stage on FIAT bogies on HBJ-BPL-Bairagarh sections**

**Ref: i) GM/WCR's letter No. WCR/M/C/02/702 dated19.08.2013 to CRB**
**ii) CME/WCR's letter No. WCR/M/C/02/702 dt 19.08.2013 & 27.08.2013**
**iii) RDSO's letter No. MC/CB/AC/DD dated 05.9.2013, 16.08.2013 & 07.08.2013**

The issues regarding infringement to Schedule of Dimension, raised by CRS/ Central Circle while examining the WCR's application seeking sanction for running of double-decker train in Habibganj-Bhopal-Bairagarh sections have been referred to Railway Board by CME/WCR vide reference at (ii) above.

The matter has been examined in detail and it is clarified with the approval Board (MM & ME) that the issues of infringement to Schedule of Dimension, as applied by RDSO, have already been approved by Railway Board on the recommendation of CCRS while issuing the condonation. Also, the sanction for first time running of BG high capacity AC EOG double-decker chair car coaches (width 3050 mm) fitted with pneumatic suspension at the secondary stage on FIAT bogies have been accorded by Railway Board on the recommendation of CCRS.

Further clarifications to CRS's queries have already been given by RDSO vide their letters referred above. W.C. Railway may take necessary action to obtain the CRS sanction accordingly.

(Shailendra Singh)
Exec.Dir.Mech.Engg.(Chg.)
Railway Board

Copy to:

DG/RDSO/ Lucknow