



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

No. 2018/CEDO/ORI/01

New Delhi, Dated 30.08.2018

The General Manager,
South Western Railway,
Hubballi.

Sub: Relaxation to existing conditions for running of Passenger/ Goods trains on Castle Rock– Kulem (Braganza Ghat) section of Hubballi division on South Western Railway.

Ref: (i) SWR's letter No. SWR/W.439/CLR-QLM (Passenger Trains), dt. 15.12.15
(ii) CCRS's letter No Q-12013/01/2018-19.T.W, dated 27.04.2018 (Encl.).
(iii) CRS/SC's No Q.15013/02/2015-16 SWR/0098-0100, dated 13.04.2018 (Enclosed).
(iv) Railway Board's letter No 99/CEDO/ORI/17, dated 09.12.2003.

1. The request of SWR vide letter under reference (i), forwarded by CCRS vide letter under reference (ii) to amend conditions imposed by Railway Board vide letter under reference (iv) for running of trains on Castle Rock- Kulem Ghat Section has been examined in Board's office.
2. Board has approved the modified conditions for running of trains on Castle Rock-Kulem Ghat section as summarized below.

SN	Existing Condition	Relaxation sought by SWR	Condition approved by Board as recommended by CCRS/CRS vide ref (ii) & (iii) above.
(i)	Descending Dn Mail/ Express / Passenger train can start from Castle Rock following descending Dn Goods Train already in Castle Rock-Kulem Ghat Section. But no descending Dn Goods Train should start from Castle Rock following a descending Dn Mail/ Express/ passenger trains already on run between Castle Rock-Kulem section till the passenger train reaches Kulem.	Descending Dn Goods train can be started from Castle Rock following descending Dn Mail/ Express/ Passenger train already on run between Castle Rock-Kulem Section.	There shall be a separation of at least two block sections between Dn Passenger train followed by a Dn Goods Train.

Pran Sagar

(ii)	No ascending Up Mail/ Express/ passenger train should start from Kulem unless descending Dn goods trains already on run between Castle Rock-Kulem Ghat Section, have arrived at the block stations ahead & parked on Dn line (Road No.1) with Kulem end set for snag dead end and the route is set for receiving the ascending Up Mail/ Express/ Passenger train at that station.	Line clear may be granted for an Up Passenger / Express train and started from the station in rear before arrival of Dn Goods train into that particular station, where crossing is being arranged.	Dn Goods train should have arrived complete on Road-1 at the station before Line clear is given to Up Mail/Exp/Pass. train. OR When Dn Goods train is dispatched from the station, no Up Passenger train shall be allowed to enter in the block section ahead of DN Goods train. It shall be ensured that there shall be at least one block section separation between DN Goods train and UP Passenger train on run.
(iii)	The descending Dn Goods trains will start for Kulem from that station only when the ascending Up Mail / Express / Passenger train has arrived/run through, not only that particular station but also reaches the next station. During the intervening time (i.e. when the ascending train has arrived and is on run in block section ahead till it reaches next block station), the SM should keep the cross over points at the Castle Rock end in reverse position and set Road No. 2 to slip siding. However, ascending Up Goods / Passenger train may start from Kulem or run on the ghat section while any descending Dn Passenger train is on run or starting from Castle Rock towards Kulem.	At Caranzol, Dudhsagar & Sonalium Stations: During crossing of Dn Goods train and Up Passenger train, Dn Goods train can be started from the Dn line after passage of Up Passenger train on Up line, provided crossover point No. 8 shall be kept in 'Reverse' position and slip siding point No. 5 is kept in 'Normal' position until the Up passenger train clears next station.	i. After reception of both trains, both can be dispatched simultaneously. During movement of Up train, point No. 8 will be set in Reverse and point No. 5 in Normal, till it reaches next station and this shall be ensured through signalling arrangements. ii. When trains are running towards each other, at least one block section separation is maintained. iii. Trains at any station will not be received simultaneously. It means after receiving any train & stabling on the berthing track, the opposite direction train will be allowed to enter in the block section ahead.

Note:

- (i) It should be ensured that the AEBs of the locomotive/locomotives in the front of the train are in working condition for descending trains.

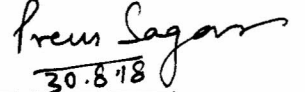
Prem Sagar

- (ii) An exclusive Ghat Safety Controller is posted for Braganza Ghat Section who will be solely responsible to ensure proper safeguards through exchange of private numbers or any other dependable method.
 - (iii) All other conditions except relaxations tabulated above, given in Station Working Rule of stations, for working of trains in Castle Rock - Kulem section shall be strictly followed.
3. Board has further stipulated the following for running of trains in above Ghat Section:
- a. All the locomotives running in the section are fitted with properly working dynamic brakes and AEB conforming to RDSO instruction bulletin on the subject (Instruction bulletin No. MP.IB.EC.01.02.08 dated 08.01.2008 issued by Motive power directorate subsequently).
 - b. Before entering the ghat section, it has to be ensured that AEB is in working order. There should be a provision of on-line test of dynamic brakes and AEB of the locomotives in the block section preceding the station from which ghat section begins. Railway should lay down a procedure for carrying out such tests and maintain suitable records.
 - c. It shall be ensured that AEB is activated at a specified location at the beginning of the ghat for a speed, which is 10% higher than the maximum permissible speed of the ghat section. Further, it has to be ensured that AEB cannot be deactivated until the train reaches a specified location at the bottom of the ghat section.
 - d. Only air brake rolling stocks are permitted in the section. Locomotive and trains should be provided with composite brake blocks.
 - e. The Brake power is checked by SSE/JE(C&W) before the train enters the Ghat section. The brake power percentage is to be laid down by railway administration.
 - f. The train, load and sectional details shall be submitted to RDSO and the operation shall be simulated theoretically by Motive Power Directorate to indicate the maximum permissible speed down the ghat for a particular set of locomotives and train. This calculated speed is only the upper limit and is not the maximum permissible speed by itself. Intensive controllability trials, based on the speed certificates issued by RDSO, shall be carried out to determine the maximum speed of operation for a particular train and locomotives, which in any case shall not exceed the theoretically determined speed.
 - g. Special emphasis shall be made during the controllability trial to consider and evaluate aspects like overheating of wheels, excessive drop of BP, etc. In any case, BP shall not be allowed to drop more than 1kg/sq.cm, with occasional peaks of 1.1kg/sq.cm, at any stage.
 - h. It shall also be ensured that the emergency breaking distance is adequate with respect to the signal visibility and inter-signalling distances as existing at site. In case of passenger carrying trains, it is desirable that the locomotives (independent brake) be capable of holding the train on running gradient of the section.
 - i. Under no circumstance a train should be worked on the Ghat without double heading of the locomotives so that dynamic braking is reliable. The maximum speed of train should be decided by considering dynamic brake power of one locomotive lesser than the total locomotives hauling the train.
 - j. Reliable communication is to be ensured with banking locos, these should have working ODB systems to act in co-ordination with leading locos.

Prem Sagar

- k. This relaxation of non provision of catch siding is meant for non electrified routes, as no trials of AEB have been done for Electric locomotives.
4. South Western Railway shall modify the Station Working Rule (SWR) of all stations of Castle Rock-Kulem Ghat section accordingly. A copy of the SWRs shall also be sent to the office of CCRS and CRS/SC for their perusal before operation of trains as per relaxed conditions.

DA: As above

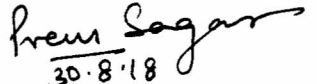
o/c 
30.8.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक / सिविल इंजीनियरिंग(जी) / रेलवे बोर्ड
[Rly no. 030-44803, MTNL No.-011-23383379]

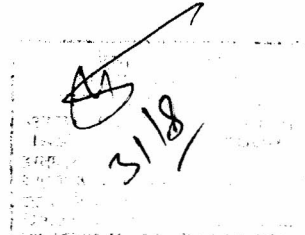
No. 2018/CEDO/ORI/01

New Delhi, Dated 30.08.2018

Copy forwarded for information to:

- (i) Chief Commissioner of Railway Safety, N.E. Railway, DRM Office Campus, 16 Ashok Marg, Lucknow-226001.
- (ii) Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore- 560009.


30.8.18
(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड



रेल मंत्रालय परिसर
लखनऊ-226001

N.E. Railway, DRM OFFICE
16, Ashok Marg, Lucknow-226001

File No. Q-12013/01/2018-19.T.W

Date: 27.04.2018

The Secretary (Civil Engineering)
Railway Board, Rail Bhawan,
New Delhi-110001

Dec 1 Dec 15

Sub: Running of Passenger/Goods trains on CLR (Km.24.48) - QLK (Km.50.59)
(Braganza Ghat) section of Hubali Division of South Western Railway.

Ref: CRS/Southern Circle Letter No.Q.15013/02/2015-16 SWR/0098-0100 dt
13.04.18.

CRS/Southern Circle has forwarded duly recommended the application of South Western Railway (SWR) regarding running of passenger trains and goods trains on Castle Rock (CLR) – Kulem (QLM) section of Hubballi Division of SWR. The proposal of SWR is for obtaining the approval of Central Government for certain relaxations in conditions imposed by the competent authority (Central Government) for running of trains in the past in this Ghat section.

CRS/Southern Circle imposed certain conditions while agreeing to the relaxations proposed by the SWR which are considered necessary to ensure safety. These conditions along with the proposed relaxation **were** then discussed in Railway Board on 05.04.2018 in the meeting with CRB, CCRS, GM/SWR, CRS/SC and other concerned officials and these modifications were considered appropriate. Relaxation in conditions of train running as proposed by SWR and the conditions imposed by CRS/Southern Circle are summarised as under:

SN	Relaxation sought by SWR	Condition imposed by CRS/SC while agreeing to the relaxation sought by SWR
1.	Descending Down Goods train can be started from Castle Rock following Down Mail /Express / Passenger train already on run in Castle Rock-Kulem Ghat section.	There shall be a separation of at least two block sections between Down Passenger train followed by a Down Goods train.
2.	Line clear may be granted for an UP Passenger / Express train from the station in rear before	Down Goods train should have arrived complete on Road-1 at the station before Line clear is given to Up Mail / Express / Passenger train. Or

	arrival of Down Goods train into the particular station, where crossing is being arranged.	When DN Goods train is dispatched from the station, no Up Passenger train shall be allowed to enter in the block section ahead of Down Goods train. It shall be ensured that there shall be at least one block section separation between Down Goods train and Up Passenger train on run.
3.	Caranzol, Dudhsagar & Sonalium stations: During crossing of Down Goods train and Up Passenger train, Down goods train can be started from the Down line after passage of Up passenger train on Up line, provided crossover point no. 8 shall be kept in 'Reverse' position and slip siding point no. 5 is kept in 'Normal' position until the Up passenger train clears next station.	a) After reception of both trains, both can be dispatched simultaneously. During movement of Up train, Points no. 8 will be set in Reverse and Point no. 5 in Normal, till it reaches next station and this shall be ensured through signalling arrangements. b) When trains are running towards each other, at least one block section separation is maintained. c) Trains at any station will not be received simultaneously. It means after receiving any train & stabling on the berthing track, the opposite direction train will be allowed to enter in the block section ahead.

4. Following conditions which are already in force should be strictly complied:

- It should be ensured that the AEBs of the locomotives in the front of the train are in working condition for the descending trains.
- An exclusive Ghat Safety Controller is posted for Braganza Ghat section. SM will be solely responsible to ensure proper safeguards through exchanging private numbers or any other dependable method.
- All other conditions except above relaxations (SN 1 to 3), given in Station Working Rule of stations in this section for working of trains in Castle Rock-Kulem section shall be strictly followed.

This issues with the approval of the CCRS.

IRD
27.4.2018
(Indu Rani Dubey)

Dy. Commissioner of Railway Safety (Optg.)

संलग्नक: उपरोक्त ।

प्रतिलिपि- रेल संरक्षा आयुक्त, दक्षिण परिमण्डल, बेंगलूरु ।



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



COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009

No. : Q. 15013/02/2015-16 SWR / 0048-0100

(दिनांक) Dated : 13.4.2016

The Secretary (Civil Engineer),
Railway Board,
Rail Bhawan,
New Delhi - 110001.

(Through Chief Commissioner of Railway Safety, Lucknow)

- Sub: Running of Passenger/Goods Trains on CLR (Km. 24.48) – QLM (Km. 50.59) BG (Braganza Ghat) section of Hubli Division on South Western Railway.
- Ref: 1. CBE/SWR letter No. SWR/W.439/CLR-QLM (Passengers Trains) dated 15.12.2015.
2. This office letter No. Q.15013/02/2015-16 SWR/1377 dated 24.12.2015.
3. CBE/SWR letter No. SWR/W.439/CLR-QLM (Passing Train) dated 21.11.2016.
4. This office letter No. Q.15013/02/2015-16 SWR/1436 dated 07.09.2017.

Sir,

An application under Ref.1 for Running of Passenger trains and goods train on CLR (Km. 24.48) – QLM (Km. 50.69) BG section (Braganza Ghat) of Hubballi Division received from South Western Railway as per the Joint Safety Certificate No. 14/2014/R-2 dated 17.06.2015 along with concomitants Track Certificate, Bridge Certificate is forwarded herewith for obtaining Central Government's sanction duly recommended, with the following conditions:

1. Existing Condition:

Descending Dn Mail/Express Passenger train can start from Castle Rock following descending Dn Goods Train already in Castle Rock-Kulem Ghat Section. But no descending Dn Goods Train should start from Castle Rock following a descending Dn Mail/Express/Passenger trains already on run between Castle Rock – Kulem section till the passenger train reaches Kulem.

Proposed Relaxations by SWR:

Descending Dn Goods train can be started from Castle Rock following descending down Mail/Express/Passenger train already on run between Castle Rock-Kulem Section.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above can be allowed subject to:

There shall be a separation of at least two block section between Down Passenger train followed by a Down Good train.

...2

2. **Existing Condition:**

No ascending Up Mail/Express/Passenger train should start from Kulem unless descending Dn goods trains already on run between Castle Rock-Kulem Ghat Section, have arrived at the block stations ahead & parked on line (Road No. 1) with Kulem end set for snag dead end and the route is set for receiving the ascending Up Mail/Express/Passenger train at that station.

Proposed Relaxation by SWR:

Line clear may be granted for an up Passenger/Express train and started from the station in rear before arrival of Down Goods train into the particular station, where crossing is being arranged.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above relaxation is agreed to subject to:

(a) DN Goods train should have arrived complete on Road-1 at the station before Line clear is given to Up Mail/Exp/Pass train.

OR

(b) When Dn Goods train is dispatched from the station, no Up Passenger train shall be allowed to enter in the block section ahead of DN Goods train. It shall be ensured that there shall be at least one block section separation between DN Goods train and UP Passenger train on run.

3. **Existing Condition:**

The descending Dn Goods trains will start for next station from that station only when the ascending Up Mail/Express/Passenger train has arrived/run through, not only at that particular station but also reaches the next station. During the intervening time (i.e. when the ascending train has arrived and on run in block section ahead till it reaches next block station), the SM should keep the cross over points at the Castle Rock end in reverse position and set Road No. 2 to slip siding.

However, ascending Up Goods/Passenger train may start from Kulem run on the ghat section while any descending Dn Passenger train is on run starting from Castle Rock towards Qulem.

Proposed Relaxation by SWR:

Caranzol, Dudhsagar & Sonalium Stations:

During crossing of Down Goods train and Up passenger train, down goods train can be started from the Down line after passage of Up passenger train on Up line, provided crossover point No. 8 shall be kept in 'Reverse' position and slip siding point No. 5 is kept in 'Normal' position until the Up passenger train clears next station.

Relaxation Agreed & Proposed by CRS/Southern Circle:

The above can be allowed subject to:

- i. After reception of both trains, both can be dispatched simultaneously. During movement of Up train, points No. 8 will be set in Reverse and 5 in normal, till it reaches next station and this shall be ensured through signaling arrangements.
- ii. When trains are running towards each other, at least one block separation is maintained.
- iii. Trains at any station will not be received simultaneously. It means after receiving any train & stabling on the berthing track, the opposite direction train will be allowed to enter in the block section ahead.

4. Existing Condition:

It should be ensured that the AEBs of the locomotives in the front of the train are in working condition for descending trains.

Proposed Relaxation by SWR:

Already in force

Relaxation Agreed & Proposed by CRS/Southern Circle:

Agreed to.

5. Existing Condition:

An exclusive Ghat Safety Controller is posted for Braganza Ghat Section SM will be solely responsible to ensure proper safeguards through exchanging private numbers or any other dependable method.

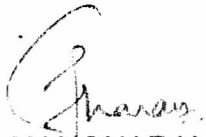
Proposed Relaxation by SWR:

Already in force

Relaxation Agreed & Proposed by CRS/Southern Circle:

Agreed to.

6. Other than these relaxations considered all other condition given in Station Working Rule for working of trains in Castle Rock – Kulem section shall be followed.


(K. A. MANOHARAN)
Commissioner of Railway Safety

DA: As above.

Copy to:

1. General Manager, South Western Railway, Hubballi for information and necessary action.