



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

**Minutes of Meeting of The Committee For Preparation & Finalization Of Documents For
Standard Schedule Of Dimensions (SSOD) For Dedicated Freight Corridors**

Held on 7th February, 2012 in Railway Board

Present :

- | | | | | |
|-----|--------------------|---|--------------------------------|------------------------------|
| (1) | Shri Surinder Pal | - | EDCE(P), Railway Board | spal_1957@yahoo.co.in |
| (2) | Shri Sonvir Singh | - | ED/Track-1, RDSO | edtrack@gmail.com |
| (3) | Shri A.K. Dutta | - | Director/Infrastructure/DFFCIL | akdutta@dfcc.co.in |
| (4) | Ms. Archana Mittal | - | DME(Freight), Railway Board | |
| (5) | Shri Alok Kumar | - | EDCE(G), Railway Board | alokalokindia@rediffmail.com |

1. In continuation to the meetings held earlier, the next meeting of the Committee was held on 7th February '12 in Railway Board's office. Although EDTT(S) informed about his engagement on date, another slot was not possible in the next 15 days time, as discussed with other Members of the Committee. Therefore, it was decided to continue with the meeting on date and deliberate the issues, as received from the Members of the Committee, so that the document may be given due shape for its finalisation.
2. Various issues as pointed out by the Members were deliberated and final conclusions have been marked in the final draft document as being e-mailed to all concerned. While there was consensus on all issues pertaining to SSODs of both the DFCs, spacing of tracks in terms of Clause 1.1.2 and 8.1.2 were deliberated in much detail with varying opinions from DFC and other Members.
3. However, it was agreed that minimum distance between centre of tracks of DFC and of existing IR track shall be mentioned with the two proviso w.r.t. (a) minimum distance and (b) recommended distance as well.
4. Recommended distance between centres of tracks has been worked out based on overturning / swiveling of the longest wagon (21 metre) permitted on IR track. Based on this criteria, the distance between the two tracks works out to $21/2 + 1.676/2 = 10.5 + 2.825 = 13.325$, say 13.5 metre.
5. For minimum distance between centre to centre of tracks, the Railway's members were of the opinion that criteria should be with the consideration of non-infringement of the derailed and overturned wagon on DFC with the passenger train running on IR track, i.e. $5100 + 2825 = 7925$ mm for Eastern Corridor and $7100 + 2825 = 9925$ mm for Western Corridor of DFC. Accordingly, the minimum distance of centre to centre from DFC track to IR track has been specified as 7925 mm and 9925 mm for Eastern and Western Corridors respectively.
6. However, DFC had a different opinion and they recommended this distance as 6 metre with the following remarks :

"Minimum & recommended track centres on IR or any Railway System is worked out on principles and not individual events, e.g. derailment / accidents.

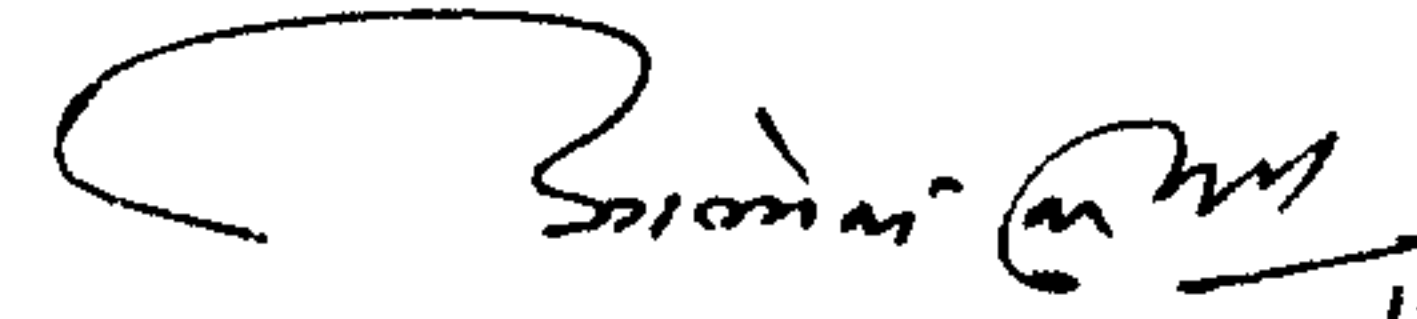
Minimum track centre is to be worked out on the principle of normal operational condition providing for Kinematic Profile on both lines moving simultaneously side by side. It does not provide for overturning of loaded moving body or its swiveling / dispersal in case of derailments / accidents.

Recommended track separation can provide for all eventualities, e.g. derailment/accident, covering all events of overturning / swiveling / dispersal of wagons.

Accordingly, minimum track separation between DFC track and nearest IR track may be kept at 6.00 metres."

7. There was also one correction in the sketch enclosed with the SSOD of Western DFC and accordingly, improvements have been made therein.
8. However, it was agreed that the draft document, as discussed and agreed during meeting by the Committee will be circulated to all the Committee Members through e-mail and after taking their remarks in the next 15 days' period, i.e. latest by 27th February '12, the file would be processed for Board's approval in a week's time thereafter.
9. All the Members of the Committee were requested to go through the final Draft Document, as being e-mailed and send their views, if any, so that it could be processed for Board's approval at the earliest possible.

(No. 2011/CEDO/SD/17/O, dated 10.02.2012)


(आलोक कुमार)^{10.02.12}

कार्यकारी निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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- Sr. PPS/CRB, ME, MT and MM for kind information of CRB, ME, MT & MM please.
- DG/RDSO and ED/Track-1, ED/B&S and ED/Wagon/RDSO, Manak Nagar, Lucknow.
- AM/CE, AM/Traffic, AM/ME and Adv./Infrastructure, Railway Board.
- MD/DFFCIL and Director/Infrastructure/DFFCIL, New Delhi.
- EDCE(P), ED/ME(Freight), EDTT(S) and EDCE(G), Railway Board.