

**BEFORE THE NATIONAL GREEN TRIBUNAL,
EASTERN ZONE BENCH, KOLKATA**

O.A. No. 176/2023/EZ

IN THE MATTER OF:

IN RE-" 3 elephants run over by goods train In
Buxa Tiger Reserve" News item published in
the Times of India dated 28.11.2023

...Applicant(s)

VERSUS-

Field Director Buxa Tiger Reserve, Alipurduar & ORS ...Resppondent(S)

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Kolkata - 22/04/24

Filed through:-


ASHOK PRASAD,
ADVOCATE

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123

**BEFORE THE NATIONAL GREEN TRIBUNAL,
EASTERN ZONE BENCH, KOLKATA**

SL. NO. 34
Date 20.4.2024

O.A. No. 176/2023/EZ

IN THE MATTER OF:

IN RE-“ 3 elephants run over by goods train
In Buxa Tiger Reserve” News item published
in the Times of India dated 28.11.2023

...Applicant(s)

VERSUS-

Field Director Buxa Tiger Reserve, Alipurduar & ORS ...Respondent(S)



20.4.2024

**SUPPLEMENTARY COUNTER AFFIDAVIT FOR AND ON BEHALF
OF THE NORTH FRONTIER RAILWAY (NFR) FOR THE
COMPLIANCE OF ORDEER DATED 01.03.2024.**

MOST RESPECTFULLY SHOWETH:

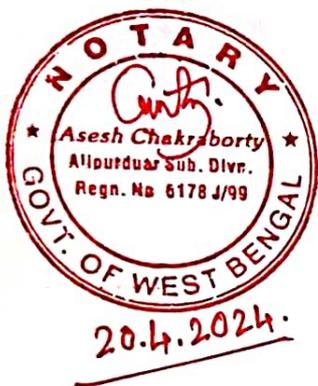
I, **Mahipal**, aged about 31 years, employed / appointed as the **Divisional Engineer/I, Alipurduar Jn. Division, North Frontier Railway**, functioning / officiating at Alipurduar, do hereby solemnly affirm and declare as under:-

1. That I am the authorised signatory in the aforementioned matter. On the basis of records, I am well conversant with the facts of the case and hence, competent to swear this affidavit.
2. That the instant supplementary counter affidavit is being filed in compliance of the order dated 01.03.2024 passed by this Hon'ble Tribunal in the instant case.
3. That I have read and understood the contents of the present Affidavit and state that the contents mentioned in the Affidavit are true and correct to the best of my knowledge.

malipal
मंडल इंजीनियर / I
Divisional Engineer - I
पू० सी० रेलवे, अलीपुरद्वार जं०
N.F. Railway, Alipurduar Jn.

4. That for the compliance of paragraph 3 of the order dated 01.03.2024 passed by this Hon'ble Tribunal, it is humbly submitted that It is a 161 KM route between Silliguri (SGUJ) to Alipurduar Jn.(APDJ). and as per direction of Hon'ble Supreme Court (on 2nd September,2014 with respect to Writ Petition No. 107/2013 (Shakti Prasad Nayek Vs. Union of India &Ors.) and High Court, Calcutta on 27.01.2014 with respect to Writ Petition No.3470(W) of 2013 (Shakti Ranjan Banarjee & Ors. Vs the Union of India & Ors.), Railways has imposed various speed restrictions in the SGUJ-APDJ sections after discussion with the forest officials & experienced, in elephant corridors. The current list of speed restrictions in the above section is given below:

	Section	Kilometer	Speed limit	Time	Total KM
a	GLMA-SVQ	16/5-27/7	30 Kmph & 50Kmph	Night time & Day time	11.20
b	SVQ-BRQ	27/7-34/2	30 Kmph	17:00 - 05:00	06.50
c	CLD-NKB	65/2-73/0	30 Kmph	00:00 - 24:00	07.80
d	NKB-DLO	79/0-104/6	50 Kmph & 30 Kmph	(05:00-18:00) & (18:00 - 05:00)	25.60
e	MJE-HSA	114/0-128/1	50 Kmph	17:00-05:00	14.10
f	MDT-HSA	128/1-130/8	30 Kmph & 50 Kmph	(17:00-05:00 hrs) & (05:00-17:00 hrs.)	02.70
g	HSA-KCF	130/8-140/2	50 Kmph	17:00-05:00	09.40
h	HSA-KCF	140/2-141/3	30 Kmph	00:00 - 24:00	01.10
h	HSA-KCF	141/3-154/0	50 Kmph	17:00-05:00	12.70
j	HSA-KCF	154/0-157/1	30 Kmph	17:00-05:00	03.10
k	KCF-RVK	157/1-159/0	50 Kmph	17:00-05:00	01.90
L	RVK-APDJ	159/0-164/0	30 Kmph	00:00-24:00	05.00



m	RVK- APDJ	164/0-168/0	50 Kmph	17:00- 05:00	04.00
				Total	105.1

In addition to the speed restrictions mentioned above following Speed Restrictions have also been imposed for Goods trains due to wild elephant movement. Details of these speed restrictions are as follows:

- i) 22/9-23/0 Km
(GLMA-SVQ)
- ii) 30/8-33/8 Km
(SVQ-BRQ)
- iii) 59/4-64/9 Km
(NMZ-NKB)
- iv) 157/0-168/0 Km
(RVK-APDJ)

Speed
Restriction of
25 Kmph for
Goods trains,
round the
clock due to
wild elephant
movement.

Goods train having loading/unloading at Hasimara, Dalgaon, Binnaguri, New Mal Jn. stations are run through this section.

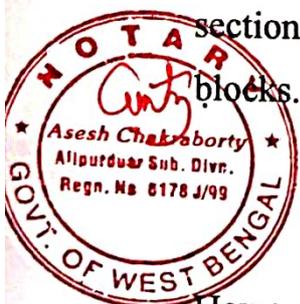
All the non-stop trains (which do not have any commercial stoppage in Alipurduar Jn.-Siliguri section) running in the Alipurduar-Siliguri section have been diverted to other routes.

Passenger and Mail/Express trains, which run through the section, are to cater bare minimum requirement of the local people.

Goods trains running in the section are primarily those trains which are serving in the area i.e. Hasimara, Binnaguri and Dalgaon. Other Goods train runs through the section only when the other routes are heavily congested or have maintenance blocks.

A copy of the Route Chart is Annexed herewith and Marked As Annexure – R-1

However, there was no Permanent or Temporary Speed Restriction before 27.11.2023 between RVK-KCF from 05:00-17:00hrs (daytime) for wild elephant movement. The sectional speed of this stretch is 100 kmph as mentioned in the Working Time Table. Moreover, the MPS of NMG E/S is 75 KMPH & before

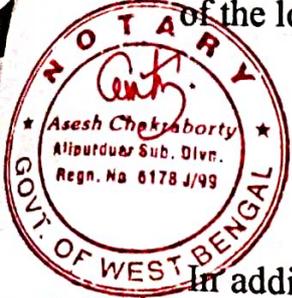


20.11.2024.

मंडल इंजीनियर / I
Divisional Engineer - I
पू० सी० रेलवे, अलीपुरद्वार जं०
N.F. Railway, Alipurduar Jn.

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dashing with wild elephants the speed of the train was 70 KMPH as per speed chart of the loco which is within permissible limit.



A copy of the Working time table is Annexed herewith and Marked As Annexure – R-2

In addition to above, the following actions have been taken to prevent the elephant dashing by train;

- I. A state level coordinating committee meeting with Forest Department is regularly conducted periodically in concern with protection of Wildlife and train.
- II. A forest guard has been deputed in Divisional railway Control office in the evening shift to share information on elephant movement near track.
- III. A WhatsApp group has been active with Forest Officials for real time information sharing of elephant movement.
- IV. Regular sensitization of Loco Pilot (LP)/Assistant Loco Pilot, Guard & SM by Forest officials on behaviour of Elephants. There have been numerous incidences when elephants were sighted by LP and the train was controlled & stopped thereby averting any mishap.
- V. Probable corridors for elephant crossings have been identified jointly.
- VI. Signage boards provided at all identified elephant corridors to pre-warn the loco pilots.
- VII. Construction of ramps, passes, Girder Bridge and Rail Fencing as deposit work of Forest Department, at vulnerable locations.
 - a. 8 ramps in Chalsa- Nagrakata section between Km 66/2 to 68/4.
 - b. 4 ramps in Madarihat- Hasimara section between Km 128/8 to 130/2.

मंडल इंजीनियर / I
Divisional Engineer - I
पू० सी० रेलवे, अलीपुरद्वार जं०
N.F. Railway, Alipurduar Jn.

- c. 1 Girder Bridge in Gulma- Sivok section at Km 24/6-7.
- d. Rail Fencing in Gulma- Sivok section at Km 24/4-5, 25/9 to 26/0, 26/0-1 and 26/2-3.
- VIII. Regular cleaning of vegetation 30 meters either side of the track for better visibility of elephant movement in the vicinity of track.
- IX. Regular counselling to the Pantry Car staffs for not throwing waste food materials in BG-III section.
- X. Regular announcement through PA system in the stations of BG-III (APDJ-NMZ-SGUJ) Section for not throwing eatables besides the track.
- XI. Honey Bee Sound System has been provided at different LC Gates in BG-III section to prevent elephants roaming near the railway track.

5. That for the compliance of paragraph 4 of the order dated 01.03.2024 passed by this Hon'ble Tribunal, it is submitted that all of the goods train movement in Indian Railways is categorized as unscheduled movement because they are not time tabled. Only coaching trains in Indian Railways are timetabled. Therefore, as Loco Pilot and Assistant Loco Pilot were discharging their official duties as per Railway Act 1989, and Section 186 clearly stated that "No suit, prosecution or other legal proceeding shall lie against the Central Government, any railway administration, a railway servant or any other person for anything which is in good faith done or intended to be done in pursuance of this Act or any rules or orders made thereunder" hence no action has been taken against them.

6. That for the compliance of paragraph 5 of the order dated 01.03.2024 passed by this Hon'ble Tribunal, it is submitted that as per section 124 of the Railway Act, 1989 only a bona fide passengers who have met with an accident or become victims of untoward incidents as defined under Section 124-A of the Act are entitled to compensation for loss of life and injury. The railways pay compensation in case of



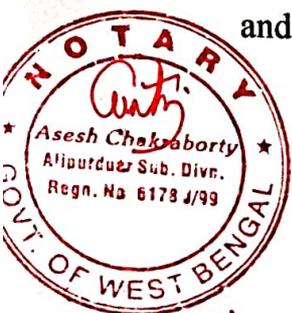
20.4.2024.

मंडल इंजीनियर / I
Divisional Engineer - I
पू० सी० रेलवे, अलीपुरद्वार जं०
N.F. Railway, Alipurduar Jn.

the death of a passenger, injury to a passenger because of the accident to or damage or loss of a passenger's belongings that they had with them in their compartment or on the train. Therefore, as per said act, the Railways is not liable to pay compensation in this case.

7. That the answering respondent further craves leave of this Hon'ble Tribunal to file additional affidavit(s) if and when required/ordered by this Hon'ble Court.
8. That the present Supplementary Counter Affidavit is being filed bona fide and in the interest of Justice.

In view of above submissions, this Hon'ble Tribunal may like to pass appropriate order/orders as May deemed fit and proper in the interest of justice and on the basis of replies of other respondents.



20.4.2024.

malipal

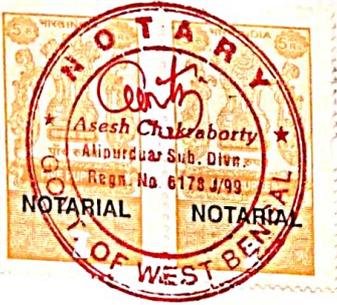
मंडल इंजीनियर / I
Divisional Engineer - I
पू० सी० रेलवे, अलिपुरद्वार जं०
N.F. Railway, Alipurdwar Jn.

DEPONENT

VERIFICATION

I, Mahipal, Divisional Engineer/I, Alipurduar Jn. Division, N.F. Railway the above-named deponent, do hereby verify that the contents of above this Supplementary Counter Affidavit are true and correct on the basis of official record maintained by the answering respondent in the daily course of its business and state that neither any material has been concealed therefrom nor is any part of it false.

Signed and verified on this Day of April, 2024 at Alipurduar



Mahipal

मंडल इंजीनियर / I
DEPONENT
 पू० सी० रेलवे, अलापुरद्वार जं०
 N.F. Railway, Alipurduar Jn.

Identified by Me

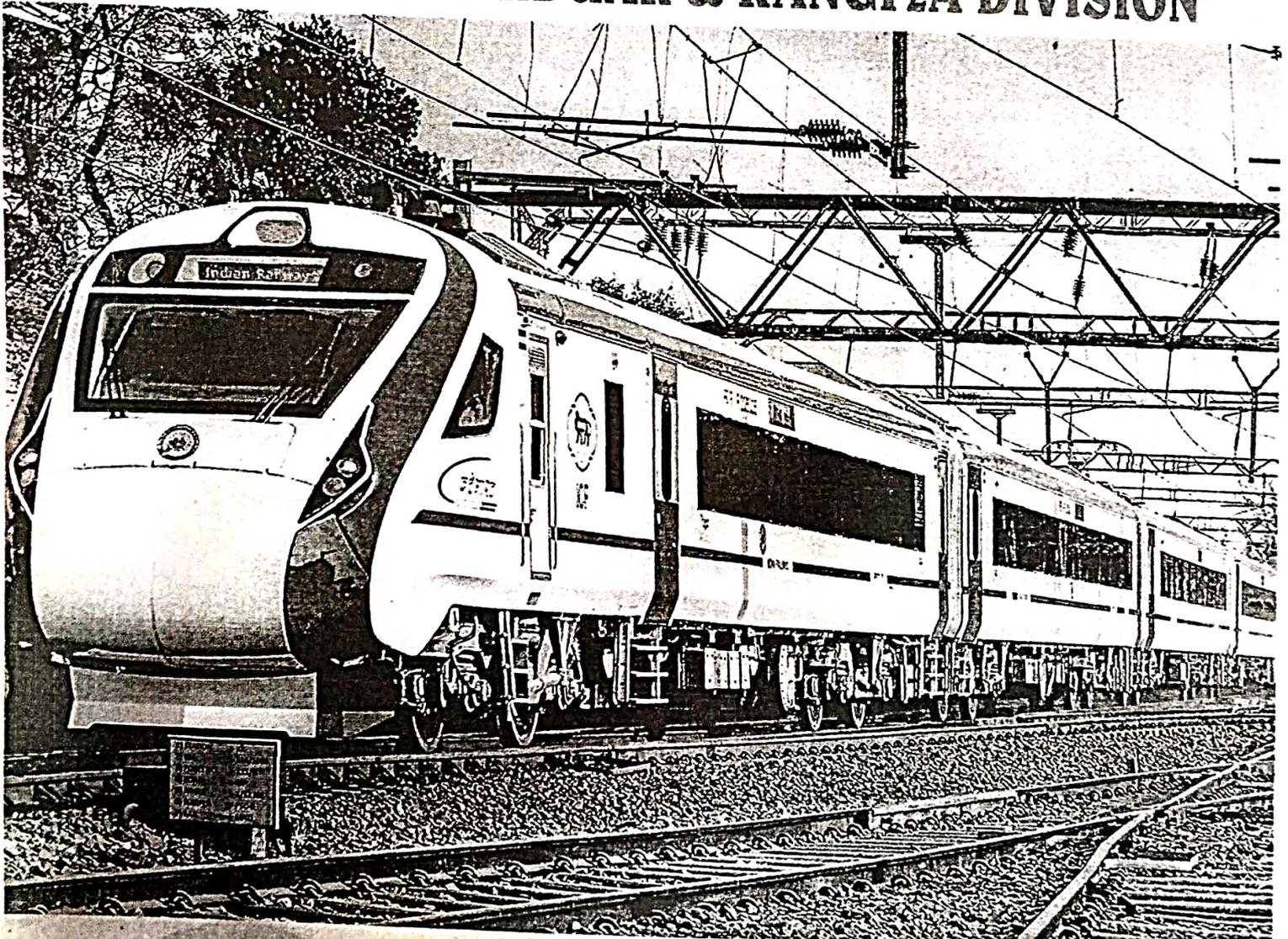
Hardeep Singh
 Advocate 20/4/24.
 Enrol No. F-1277/885/2019.

Solemnly Affirmed before me
 at Alipurduar on 20.4.2024
Asesh Chakraborty
 Advocate
 NOTARY (Govt. Of West Bengal)
 Regn. No. 6178 J/99
 P.O. & Dist. Alipurduar



पूर्वांतर सीमा रेल
NORTHEAST FRONTIER RAILWAY

कटिहार, अलीपुरद्वार और रंगिया मंडल
KATI HAR, ALIPURDUAR & RANGIYA DIVISION



केवल कार्यालय व्यवहार के लिए
For Official Use Only

Vivek Srivastava
Principal Chief Operations Manager

Rajesh Kumar Mandal
Chief Passenger Transportation Manager

Working Time Table No. 95

Alipurduar Division

Permissible and Permanent speed Restriction on Section with estimated loss of time
(For Passenger & Goods)

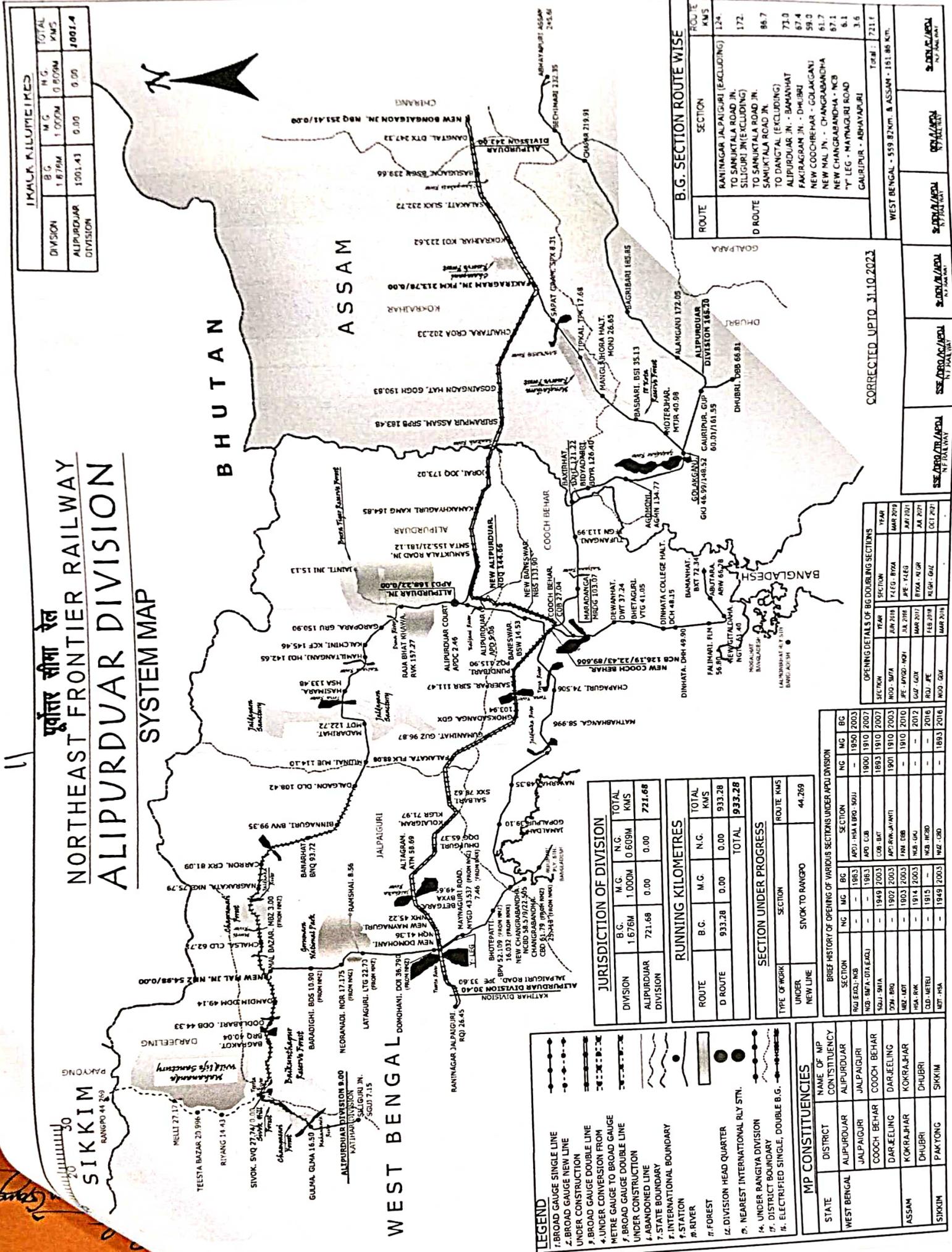
Section	Nature of track	Maximum Permissible Speed	Permanent speed Restriction				Restriction KMPH	Reason for Restriction	Loss of time in Mts.	Remarks
			KILOMETERS		Between Stations					
			From	To	From	To				
BROAD GAUGE										
NJP-SGUJ	52 Kg	50 Kmph	1) 0/7	1/1	NJP	SGUT	NS-15	Points & xing on Sharp curve 6.73 °	2.00	
			2) 4/7	4/8	SGUT	SGUJ	NS-20	Sharp reverse curve of 3.21° and 5.85° without transition length & exist in heavy encroachment area on both side of track	2.00	
			3) 6/8	7/5	SGUJyard	L/No-3	NS-30	Track on washable apron	2.00	
SGUJ-APDJ-SMTA		100 Kmph	1) 15/5	16/0	SGUJ	GLMA	NS-70	5 Degree curve	1.00	
			2) Entire section 16/5-27/7		SVQ	GLMA	NS-30 NS-50	Elephant zone (proposed speed between km 16/8-17/8, 18/3-19/3,20/2-21/9, 22/3-23/6 and 24/7-25/8 is 50 kmph at day time and 30 kmph at night time. In rest portion PSR of NS-30 kmph in day/Night time)*	17.00	
			3) 27/7	34/2	SVQ	BRQ	NS-30	Night time Elephant zone (17.00-5.00hrs)	10.28	
			4) 27/9	28/2	SVQ	BRQ	NS-85	2 ° curve (Inadequate transition length)	0.10	
			5) 29/9	30/3	SVQ	BRQ	NS-80	4 ° curve	0.50	
			6) 31/8	32/2	SVQ	BRQ	NS-70	5 ° curve	1.00	
			7) 33/7	34/1	SVQ	BRQ	NS-80	4 ° curve	0.50	
			8) 34/5	35/7	SVQ	BRQ	NS-70	5 degree & 3.53 degree curve.	1.00	
			9) 51/7	52/6	DDM	NMZ	NS-80	4.3 & 4 degree curve	1.00	
			10) 53/3	54/3	DDM	NMZ	NS-75	(i) 3 & 2.5 degree curve (Inadequate transition length) & (ii) 4.5 Degree curve.	2.00	
			11) 53/5	53/6	DDM	NMZ	NS-80	Girder camber under observation	0.21	
			12) 55/3	55/6	NMZ	CLD	NS- 75	4.5 ° curve at curve No-44	0.10	
			13) 56/2	56/7	NMZ	CLD	NS-90	3 degree curve	0.10	
			14) 60/1	61/5	NMZ	CLD	NS-90	3 degree & 3.5 degree curve.	0.10	
			15) 63/2	64/3	CLD	NKB	NS-80	4 degree & 3 degree curve.	0.50	
			16) 65/2	73/0	CLD	NKB	NS-30	Elephant zone (Day/night), (Engg restrictions are above 50 kmph due to 4.2°, 3.6 ° & 4° curve)	6.36	
			17) 72/1	73/7	CLD	NKB	NS-60	4 degree curve with inadequate transition (curve no.20)	0.50	Newly proposed for WTT-95
			18) 74/6	75/2	CLD	NKB	NS-80	4 degree curve	0.50	
			19) 79/0	104/6	NKB	DLO	NS-30 NS-50	Elephant zone (Day/Night) Engg restrictions are above 50kmph due to 4.75°, 4° & two 3° curve)*(NS-30 from 18.00-05:00 hrs & NS-50 from 05:00 -18:00 hrs)	6.16	
			20) 110/5	111/4	DLO	MJE	NS- 85	3 5 degree curve	0.30	
			21) 114/0	128/1	MJE	HSA	NS-50	Night time Elephant zone (17.00 -05.00 hrs)	9.08	
			22) 115/2	115/3	MJE	MDT	NS-75	Due to girder re-alignment at Br.no 200	0.16	
23) 117/4	117/5	MJE	MDT	NS-75	Due to girder re-alignment at Br.no 201	0.16				

Working Time Table No. 95

Alipurduar Division

Permissible and Permanent speed Restriction on Section with estimated loss of time
(For Passenger & Goods)

Section	Nature of track	Maximum Permissible Speed	Permanent speed Restriction				Restriction KMPH	Reason for Restriction	Loss of time In Mts.	Remarks				
			KILOMETERS		Between Stations									
			From	To	From	To								
BROAD GAUGE														
SGUJ- APDJ- SMTA	52 kg	100 Kmph	24)	123/1	123/7	MDT	HSA	NS-70	5 degree curve	1.00				
			25)	127/3	128/0	MDT	HSA	NS-80	4 degree curve	0.50				
			26)	128/1	130/8	MDT	HSA	NS-30 NS-50	Elephant zone*(NS-30 from 17.00-05.00 hrs, NS-50 from.05.00-17.00 hrs)	4.96				
			27)	130/8	140/2	HSA	KCF	NS-50	Night time Elephant zone (17.00 -05.00 hrs)	6.26				
			28)	135/0	135/3	HSA	KCF	NS-90	3.25 degree curve	0.10				
			29)	136/6	137/0	HSA	KCF	NS-80	4 degree curve	0.50				
			30)	140/2	141/3	HSA	KCF	NS-30	Elephant zone (Day & Night)	2.72				
			31)	141/3	154/0	HSA	KCF	NS-50	Night time Elephant zone (17.00 -05.00 hrs)	8.24				
			32)	144/6	145/0	HSA	KCF	NS-80	4 degree curve	0.50				
			33)	153/9	154/4	KCF	RVK	NS-85	3.5 degree curve	0.50				
			34)	154/0	157/1	HSA	KCF	NS-30	Night time Elephant zone (17.00 -05.00 hrs)	5.52				
			35)	156/1	156/8	KCF	RVK	NS-80	4 ° curve	0.50				
			36)	157/1	159/0	KCF	RVK	NS-50	Night time Elephant zone (17.00 -05.00 hrs)	1.76				
			37)	159/0	164/0	RVK	APDJ	NS-30	Elephant zone (Day/Night) Engg restrictions are above 50kmph due to 4 degree curve	8.18				
			38)	164/0	168/0	RVK	APDJ	NS-50	Night time Elephant zone (17.00 -05.00 hrs)	3.02				
			39)	169/9	170/4	APDJ	SMTA	NS-65	6.25 degree curve	1.00				
			PSR ONLY FOR GOODS TRAIN DUE TO ELEPHANT CORRIDOR											
						40)	22/9	23/0	GLMA	SVQ	NS-25	Due to wild Elephant movement	Imposed by OPTG as per Rly Bds directive.	
						41)	30/8	33/8	SVQ	BRQ	NS-25	Due to wild Elephant movement	Imposed by OPTG as per Rly Bds directive.	
						42)	59/4	64/9	NMZ	NKB	NS-25	Due to wild Elephant movement	Imposed by OPTG as per Rly Bds directive.	
			43)	157/0	168/0	RVK	APDJ	NS-25	Due to wild Elephant movement	Imposed by OPTG as per Rly Bds directive.				



1000 KILOMETRES

DIVISION	B.G.	M.G.	N.G.	TOTAL
ALIPURDUAR DIVISION	1001.43	0.00	0.00	1001.4
	1.8776M	1.0000M	0.0000M	

पूर्वोत्तर सीमा रेल
NORTHEAST FRONTIER RAILWAY
ALIPURDUAR DIVISION
SYSTEM MAP

JURISDICTION OF DIVISION

DIVISION	B.G.	M.G.	N.G.	TOTAL
ALIPURDUAR DIVISION	721.68	0.00	0.00	721.68
	1.676M	1.000M	0.000M	

RUNNING KILOMETRES

ROUTE	B.G.	M.G.	N.G.	TOTAL
D ROUTE	933.28	0.00	0.00	933.28
	933.28	0.00	0.00	933.28

SECTION UNDER PROGRESS

TYPE OF WORK	SECTION	ROUTE KMS
NEW LINE	SIKIM TO RANGPO	44.269

BRIEF HISTORY OF OPENING OF VARIOUS SECTIONS UNDER AFDI DIVISION

SECTION	NG	MG	BG	YEAR
ALP. HSA I (RPO - SOU)	-	-	1950	2003
ALP. HSA II (RPO - SOU)	-	-	1950	2003
ALP. HSA III (RPO - SOU)	-	-	1950	2003
ALP. HSA IV (RPO - SOU)	-	-	1950	2003
ALP. HSA V (RPO - SOU)	-	-	1950	2003
ALP. HSA VI (RPO - SOU)	-	-	1950	2003
ALP. HSA VII (RPO - SOU)	-	-	1950	2003
ALP. HSA VIII (RPO - SOU)	-	-	1950	2003
ALP. HSA IX (RPO - SOU)	-	-	1950	2003
ALP. HSA X (RPO - SOU)	-	-	1950	2003
ALP. HSA XI (RPO - SOU)	-	-	1950	2003
ALP. HSA XII (RPO - SOU)	-	-	1950	2003
ALP. HSA XIII (RPO - SOU)	-	-	1950	2003
ALP. HSA XIV (RPO - SOU)	-	-	1950	2003
ALP. HSA XV (RPO - SOU)	-	-	1950	2003
ALP. HSA XVI (RPO - SOU)	-	-	1950	2003
ALP. HSA XVII (RPO - SOU)	-	-	1950	2003
ALP. HSA XVIII (RPO - SOU)	-	-	1950	2003
ALP. HSA XIX (RPO - SOU)	-	-	1950	2003
ALP. HSA XX (RPO - SOU)	-	-	1950	2003

MP CONSTITUENCIES

STATE	DISTRICT	NAME OF MP CONSTITUENCY
WEST BENGAL	ALIPURDUAR	ALIPURDUAR
ASSAM	JALPAIGURI	JALPAIGURI
	COOCH BEHAR	COOCH BEHAR
	DARJEELING	DARJEELING
	KOKRAJHAR	KOKRAJHAR
	DHUBRI	DHUBRI
SIKKIM	PAKYONG	SIKKIM

LEGEND

- 1. BROAD GAUGE SINGLE LINE
- 2. BROAD GAUGE NEW LINE
- 3. UNDER CONSTRUCTION
- 4. UNDER CONVERSION FROM METRE GAUGE TO BROAD GAUGE
- 5. BROAD GAUGE DOUBLE LINE
- 6. ABANDONED LINE
- 7. STATE BOUNDARY
- 8. INTERNATIONAL BOUNDARY
- 9. STATION
- 10. RIVER
- 11. FOREST
- 12. DIVISION HEAD QUARTER
- 13. NEAREST INTERNATIONAL RLY STN.
- 14. UNDER RANGVIA DIVISION
- 15. DISTRICT BOUNDARY
- 16. ELECTRIFIED SINGLE, DOUBLE B.G.

OPENING DETAILS OF BE DOUBLING SECTIONS

SECTION	YEAR	SECTION	YEAR
ALP. HSA I (RPO - SOU)	MAR 2018	ALP. HSA I (RPO - SOU)	MAR 2018
ALP. HSA II (RPO - SOU)	MAR 2018	ALP. HSA II (RPO - SOU)	MAR 2018
ALP. HSA III (RPO - SOU)	MAR 2018	ALP. HSA III (RPO - SOU)	MAR 2018
ALP. HSA IV (RPO - SOU)	MAR 2018	ALP. HSA IV (RPO - SOU)	MAR 2018
ALP. HSA V (RPO - SOU)	MAR 2018	ALP. HSA V (RPO - SOU)	MAR 2018
ALP. HSA VI (RPO - SOU)	MAR 2018	ALP. HSA VI (RPO - SOU)	MAR 2018
ALP. HSA VII (RPO - SOU)	MAR 2018	ALP. HSA VII (RPO - SOU)	MAR 2018
ALP. HSA VIII (RPO - SOU)	MAR 2018	ALP. HSA VIII (RPO - SOU)	MAR 2018
ALP. HSA IX (RPO - SOU)	MAR 2018	ALP. HSA IX (RPO - SOU)	MAR 2018
ALP. HSA X (RPO - SOU)	MAR 2018	ALP. HSA X (RPO - SOU)	MAR 2018
ALP. HSA XI (RPO - SOU)	MAR 2018	ALP. HSA XI (RPO - SOU)	MAR 2018
ALP. HSA XII (RPO - SOU)	MAR 2018	ALP. HSA XII (RPO - SOU)	MAR 2018
ALP. HSA XIII (RPO - SOU)	MAR 2018	ALP. HSA XIII (RPO - SOU)	MAR 2018
ALP. HSA XIV (RPO - SOU)	MAR 2018	ALP. HSA XIV (RPO - SOU)	MAR 2018
ALP. HSA XV (RPO - SOU)	MAR 2018	ALP. HSA XV (RPO - SOU)	MAR 2018
ALP. HSA XVI (RPO - SOU)	MAR 2018	ALP. HSA XVI (RPO - SOU)	MAR 2018
ALP. HSA XVII (RPO - SOU)	MAR 2018	ALP. HSA XVII (RPO - SOU)	MAR 2018
ALP. HSA XVIII (RPO - SOU)	MAR 2018	ALP. HSA XVIII (RPO - SOU)	MAR 2018
ALP. HSA XIX (RPO - SOU)	MAR 2018	ALP. HSA XIX (RPO - SOU)	MAR 2018
ALP. HSA XX (RPO - SOU)	MAR 2018	ALP. HSA XX (RPO - SOU)	MAR 2018

CORRECTED UPTO 31.10.2023

B.G. SECTION ROUTE WISE

ROUTE	SECTION	ROUTE KMS
D ROUTE	RANINGAR JALPAIGURI (EXCLUDING)	124.
	TO SANUKTALA ROAD JN. SILIGURI JN (EXCLUDING)	172.
	TO SANUKTALA ROAD JN. SANUKTALA ROAD JN.	86.7
	TO DANGTAL (EXCLUDING)	73.0
	ALIPURDUAR JN. - BAMANHAT	67.4
	FAKIRAGHAR JN. - DHUBRI	59.0
	NEW COOCHBEHAR - GOLAKGANI	61.7
	NEW NAL JN. - CHANGRABANDHA	97.1
	NEW CHANGRABANDHA - NCB	6.1
	"Y" LEG - NAYAGURI ROAD GAURIPUR - ADHATAPURI	3.6
	TOTAL	721.7

WEST BENGAL - 559.82 KM. & ASSAM - 161.86 KM.

STATE	ROUTE	SECTION	ROUTE KMS
WEST BENGAL	ALP. HSA I (RPO - SOU)	ALP. HSA I (RPO - SOU)	124.
ASSAM	ALP. HSA II (RPO - SOU)	ALP. HSA II (RPO - SOU)	172.
ASSAM	ALP. HSA III (RPO - SOU)	ALP. HSA III (RPO - SOU)	86.7
ASSAM	ALP. HSA IV (RPO - SOU)	ALP. HSA IV (RPO - SOU)	73.0
ASSAM	ALP. HSA V (RPO - SOU)	ALP. HSA V (RPO - SOU)	67.4
ASSAM	ALP. HSA VI (RPO - SOU)	ALP. HSA VI (RPO - SOU)	59.0
ASSAM	ALP. HSA VII (RPO - SOU)	ALP. HSA VII (RPO - SOU)	61.7
ASSAM	ALP. HSA VIII (RPO - SOU)	ALP. HSA VIII (RPO - SOU)	97.1
ASSAM	ALP. HSA IX (RPO - SOU)	ALP. HSA IX (RPO - SOU)	6.1
ASSAM	ALP. HSA X (RPO - SOU)	ALP. HSA X (RPO - SOU)	3.6

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

No. 91/M(C)/650/1

New Delhi, dated: 27.08.2018

The General Managers
All Zonal Railways

Sub: Maintenance Pattern for NMG Rakes

In order to optimize utilization of NMG rakes it has been decided to introduce the following maintenance pattern -

1.(a) NMG rakes can be examined on Goods pattern with the rules specified for End to End running of Air Brake Freight stock, i.e. with End to End intensive examination. The examination on this pattern is permitted on specified Goods examination lines and coaching washing lines. The validity of this examination will be for 7 days. However, at-least once in a month undergear examination on Washing line / Pit line shall be ensured. Last date of monthly pit examination should be clearly printed in the schedule chart provided on end panels. A and B schedules must also be carried out on pit line only.

(b) Alternatively examination can be carried out on close circuit pattern at nominated depot for 3500 Km / 10 days, whichever is earlier, this examination is permitted on Coaching Washing lines only having proper Pit.

2. Close circuit rake must be clearly identified by printing of BPC on Blue colour paper and should have a nominated base depot where adequate trained staff and spares should be available. Also each NMG coach should be marked with the nominated POH workshop and return date.

3. The maintenance schedules of the NMG coaches will continue to be on the coaching pattern. Special emphasis may be given to recording done / due schedules on the end wall of the coach. In case a coach is found due for any schedule (A schedule and above) during examination in freight yard, it should be detached from the rake to undertake schedule on Pit line / IOH shed.

4. NMG coaches are fit for only 75 Kmph. Also the revised maximum payload of NMG coaches is fixed at 9.2 tonnes. Therefore, using these coaches as parcel vans for running on piecemeal basis on passenger carrying trains is strictly prohibited.

Contd....2/-

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5. Each coach should be stencilled with at a suitable place on its end panel, the code name of the base depot and a schedule chart. The date and station code of the depot where a particular schedule is carried out should be stencilled at the appropriate place in the schedule chart immediately when the schedule is completed.

The Performa for schedule chart to be printed on end panels is as under-

Schedule	Date	Depot/Shop
Pit Examination		
A-Schedule		
B-Schedule		
IOH /C-Schedule		
POH		

The instructions regarding POH and life of converted coaches continue to remain same which are as per Board's letter No.91/M(C)/650/1 dated 10.09.1996.

Navaid Talib
27.8.18

(Navaid Talib)
Dir. Mech. Engg. (Chg.)
Railway Board

Copy to:

- (i) PCMEs and PCOMs All Zonal Railways.
- (ii) DFM/RB.