

**BEFORE THE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI**

ORIGINAL APPLICATION NO. 405/2022

IN THE MATTER OF:

SHIV KUMAR ARORA

... APPLICANT

VERSUS

STATE OF HARYANA & ORS.

... RESPONDENTS

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NDOH - 20.08.2024

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Place: New Delhi

Date: 16.08.2024

THROUGH:



RESPONDENT



ADV. OM PRAKASH,

D-3372/1999

SPC FOR UOI

OFFICE - J-59, JOR BAGH ROAD, B.K. DUTT COLONY

JORBAGH, NEW DELHI-110003

MOBILE NO. – 9818199103

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**ADDITIONAL REPLY IN TERMS OF THE ORDER DATED
02.05.2024 PASSED BY THIS HON'BLE TRIBUNAL**

MOST RESPECTFULLY SHOWETH:

1. That the present Original Applicant is pending for adjudication before this Hon'ble Tribunal and the same is listed for hearing on 20.08.2024.
2. That the applicant herein has the highest regard for the orders and directions passed by the Hon'ble Court and is duty bound to obey the same without any deviation.
3. That the captioned matter was last listed for hearing before this Hon'ble Tribunal on 02.05.2024 and this Hon'ble Tribunal was pleased to grant the time for filing an additional reply by 12.08.2024 submitting the compliance with the recommendation of the Joint Committee on directions of Haryana Pollution Control Board. The copy of the reply/response to the Joint Committee filed by the Respondent/Railways is enclosed herewith as **Annexure A-1**.
4. That the main purpose of the Goods siding is to provide the specific/separate dedicated platform/siding outside the area of public platforms for loading and unloading purpose of such goods and commodities, which are monitored and controlled by respective

divisions closely. In the present case it is the Delhi Division which is managing the Palwal Goods siding.

5. It is pertinent to note here that the goods train once reaches at siding platforms, the customers who have booked are informed in advance to take their goods directly into the covered trucks/carriages for last mile service by engaging their own routine manpower for unloading and loading towards further transportation and distribution. It is further submitted that the Respondent Railways has no any role except the transportation through its wagons and as far as further handling of goods and commodities is concerned the Respondent Railways issues various guidelines, do's and don'ts in the handling of such goods and commodities in its premises and the authorities concerned keep a vigil on the same and any violation is dealt with in accordance to the extant rules, including the imposition of penalty as per Rules of the Railways and the direction passed by this Hon'ble Tribunal from time to time.
6. It is respectfully submitted before this Hon'ble Court since August 2023, Respondent/Railways has not received any train rake or booking for the clinker for Palwal Goods Sidings and since August 2023 no clinker is being loaded or unloaded from this siding.
7. It is respectfully submitted before this Hon'ble Court that stringent directions have been issued to the Chief Goods Supervisor at Palwal Station and representatives of the consignee's stating that while handling of clinker at Palwal Goods Sidings following measures are to be insured;
 - a. Use of Anti-Smog Gun and sprinklers.
 - b. Use of mechanized loading/unloading.
 - c. Use of covers while loading/unloading.

- d. To clean tires of vehicles while making an exit from the Goods Siding.
8. It is respectfully submitted before this Hon'ble Tribunal regarding plantation the area at goods-siding which was ear marked has been cleared and about 120 no. of trees has been planted over there and in another 10-15 days more trees will be planted. The photographs of plantation are annexed herewith and marked as **Annexure A-2**.
9. That the engineering department regarding the increase of the height of boundary wall as directed by this Hon'ble Tribunal, has expressed their inability citing the reason SOD (Schedule of Dimension) infringement, this stand of engineering has come in view of the safe and secure operation of Railways. The copy of the report by Senior Section Engineer Palwal dated 14.08.2024 is annexed herewith as **ANNEXURE A-3** for kind perusal of this Hon'ble Tribunal.
10. That the Respondent Railways is committed towards strict adherence of environment friendly measures in its continuous endeavour in becoming greener Railways and, as duty bound, is ready to implement any direction in furtherance of the same passed by this Hon'ble Tribunal.

PRAYER

It is, therefore, most respectfully prayed that this Hon'ble Tribunal may kindly be pleased to:

- a. take on record the additional reply filed in terms of the order dated 02.05.2024; and/or

- b. pass any such other or further orders as this Hon'ble Tribunal may deem fit and proper in the facts and circumstances of the case.

Place: New Delhi
Date: 16.08.2024



RESPONDENT

THROUGH:



ADV. OM PRAKASH,
D-3372/1999
SPC FOR UOI

OFFICE - J-59, JOR BAGH ROAD, B.K. DUTT COLONY
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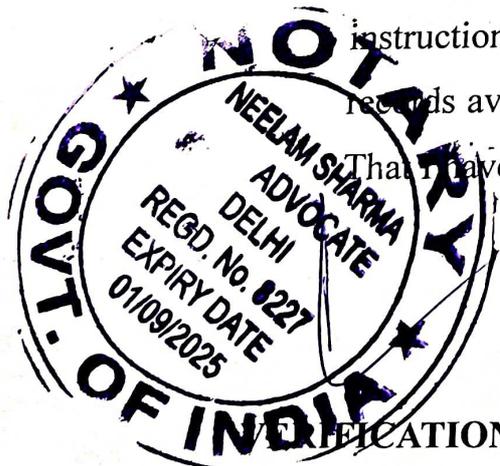
AFFIDAVIT

I, Dr. Kanishka D/o Sh. Dhramveer Kumar aged about 36 years, working as Divisional Commercial Manager/Freight Services do hereby solemnly affirm and state as under;

1. That I am presently working as Divisional Commercial Manager/Freight Services, having office at Divisional Railway Managers Office, State Entry Road, New Delhi as such am fully conversant with the facts of the case on the basis of the official records hence competent to depose the present affidavit.

2. The contents of the present additional reply have been drafted under instructions and the same are true to my knowledge derived from the records available in the office and be read as part of this Affidavit.

That I have understood the contents and find them to be correct.



1 6 AUG 2024

VERIFICATION:

I, the Deponent named above, do hereby verify that the contents of the above affidavit are true and correct to my knowledge and belief, no part of it is false nor anything material has been concealed therefrom.

ATTESTED

NOTARY (Govt. of India)
Neelam Sharma
Advocate
A No. 165A, Gate No. No. 11,
Pallisa House Courts,
New Delhi-110001
Mr. 9899408301

Verified on this day of _____.

1 6 AUG 2024

DEPONENT

मण्डल वाणिज्य प्रबन्धक (फस)
मंरेंप्र० कार्यालय, नई दिल्ली
Div. Comml. Manager (FS)
DRM Office, New Delhi

DEPONENT

मण्डल वाणिज्य प्रबन्धक (फस)
मंरेंप्र० कार्यालय, नई दिल्ली
Div. Comml. Manager (FS)
DRM Office, New Delhi

ANNEXURE A-1
BEFORE THE NATIONAL GREEN TRIBUNAL (P.B.)

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AT

NEW DELHI

Original Application No. 405/2022

IN THE MATTER OF:

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Versus

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.....RESPONDENTS

INDEX

S.No.	Particulars	Page no.
1	REPLY/RESPONSE BY WAY OF AFFIDAVIT FOR AND ON BEHALF OF RESPONDENT NO.2 IN COMPLIANCE TO THE JOINT COMMITTEE REPORT DATED 26.09.2022 IN TERMS OF ORDER DATED 08.07.2022	
2	Annexure R-1 Photographs of the Palwal Goods Siding	

Through

 Advocate
(Om Prakash) 

Date: 13.02.2023
New Delhi

6, GOLF APARTMENT,
MAHARISHI RAMANA MARG
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BEFORE THE NATIONAL GREEN TRIBUNAL (P.B.)

AT

NEW DELHI

Original Application No. 405/2022

IN THE MATTER OF:

SHIV KUMAR ARORA

.....APPLICANT

Versus

State of Haryana &Ors.

.....RESPONDENTS

REPLY/RESPONSE BY WAY OF AFFIDAVIT FOR AND ON BEHALF OF RESPONDENT NO.2 IN COMPLIANCE TO THE JOINT COMMITTEE REPORT DATED 26.09.2022 IN TERMS OF ORDER DATED 08.07.2022.

IT IS MOST RESPECTFULLY SHOWETH:

Reply/Response affidavit for and on behalf of the Respondent Railway in compliance to the order dated 02.01.2023.

That the deponent Rahul Yadav, presently working as Divisional Commercial Manager, Freight Services, having office at Divisional Railway Manager's office State Entry Road, Connaught Palace New Delhi.



It is respectfully submitted that before submitting the parawise response the liberty of this Hon'ble Tribunal is hereby sought to give the preliminary submissions in view of the complexity of the matter.

PRELIMINARY SUBMISSIONS

The main grievance of the applicant, in this case, is regarding loading and unloading of mixture dust in railway wagons near Palwal Railway Station in violation of environmental norms and thereby causing of air pollution.

In this regard preliminary submissions are as under:

1. The Respondent no.2 herein is Delhi Division of Northern Railway Zone, is bound by the law and the Statute and is being governed by the provisions of the Indian Railway Act, 1989.
2. That the Delhi Division of Northern Railway is one of the key divisions of Indian Railway engaged in providing better transportation facilities to the passengers and transportation of the essential, commodities and goods of Government and other private entities fulfilling the common man's need through its vast Railway Network.
3. Respondent No.2 herein controls many stations comprising of platforms, which are used by the general public. Further adjacent to the said platforms there are designated goods siding which is used for purpose of loading and unloading of several kinds of goods/commodities used in the day to day need of general public, which is booked by the different companies and thereafter, transported across the Indian Railways to their designated destinations.



4. That the main purpose of the Goods siding is to provide the specific/separate dedicated platform/siding outside the area of public platforms for loading and unloading purpose of such goods and commodities, which are monitored and controlled by respective divisions closely. In the present case it is the Delhi Division which is managing the Palwal Goods siding.
5. It is pertinent to submit here that the subject goods siding is notified under section 89 (1) of the Indian Railway Act 1989, situated at, Palwal, Haryana, which falls under the ambit of Delhi division of Indian Railways and has been used for transportation of several kinds of goods and commodities for daily use of the common public. The applicant has assigned dedicated railway tracks for transportation of such goods which are being transported on the bookings of various customers/companies who are solely responsible for handling of such goods from the trains and the transportation of the booked commodities is the only job that the Railways is carrying out in covered wagons to the goods siding from where the goods/commodities were booked.
6. It is worthy to note here that the goods train once it reaches at siding platforms the customers who have booked are informed in advance to take their goods directly into the covered trucks/carriages for the last mile service by engaging their own routine manpower for unloading and loading towards further transportation and distribution. It is further submitted that the Respondent Railways has no any role except the transportation through its wagons and as far as further handling of goods and commodities is concerned the Respondent Railways issues various guidelines, do's



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and don'ts in the hands of such goods and commodities
in its premises and the authorities concerned keep a vigil on 10
the same and any violation is dealt with in accordance to
the extant rules, including the imposition of penalty as per
Rules of the Railways and the direction passed by this
Hon'ble Tribunal from time to time.

7. It is pertinent to submit here that the goods siding at Palwal, the subject-matter of case is in operation for long way back since 1900 and the said siding is generally used for unloading of only few rakes of clinker are entertained at the said Palwal siding as and when booked by the customer in terms of their convenience w.r.t. to further mode of transportation.

Reply/Response by Respondent Railways in compliance to Joint committee report dated 26.09.2022 prepared in terms of order dated 08.07.2022.

1. That on 08.07.2022, this Hon'ble Tribunal was pleased to constitute the Joint Committee. The operative para of the said order is as under:

"In view of the averments made in the application, it would be appropriate to have a factual and action taken report in the matter. Accordingly, we constitute a Joint Committee comprising of General Manager, Northern Railway, Divisional Railway Manager, Delhi, State PCB and Deputy Commissioner, Palwal, The State PCB will be the Nodal agency for coordination and compliance. The Joint Committee may meet within four weeks, undertake site visits, look into the grievances of the applicant, verify the factual position



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and take requisite action by following due process of law. Factual and action taken report may be furnished within two months by e-mail at judicial-ngt@gov.in preferably in the form of searchable PDF/OCR Support PDF and not in the form of Image PDF."

2. That In compliance of the said orders, the site was inspected by the joint committee on 22/09/2022 and the report by the member of joint committee comprising of General Manager, Northern Railway, Divisional Railway Manager, Delhi, State PCB and Deputy Commissioner, Palwal as per directions of Hon'ble NGT order dated 08.07.2022 is as follows:

- a. During inspection following observations were made:
- i. The complainant was contacted telephonically to join the inspection along with the joint committee but the complainant refused to join the team as he cannot leave the office in the working hours of his workplace.
 - ii. The habitation/residential colony is situated approx 800 meters away from the site of loading and unloading of material.
 - iii. Palwal Goods Siding is located in outskirts of the city, which consists of two railway lines, which are being used for handling of commodities. As per information supplied by the officers of the Railway Department, an average of 14 rakes are handled on monthly basis. The main Commodities which are being handled at Palwal Gods Shed/Siding are urea/ fertilizer, gunny



bags and clinker. So, the main source of dust emissions is unloading/loading of clinkers only.

- iv. At the time of inspection, the clinkers lying on the sidings were covered with the black canvas, no source of emission is being generated from the lying clinkers on sidings.
 - v. 1 no. tractor with trolley was found for water sprinkling on regular basis on entry- exit points and on complete road near the sidings where the dust emission can be generated due to movement of vehicles.
 - vi. At the time of inspection, no unloading/loading was observed, hence, dust emissions were also not found.
- b. That the Recommendation and its compliance are as under:

- i. Railways department should ensure the regular water sprinkling on the complete area of sidings and roads to control the dust emissions generated from the movement of JCB and vehicles.

Reply: In this regard, it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- ii. Railway department should install a Anti-Smog Gun permanently to control the dust emissions generated from the process of loading and unloading.



Reply: In this regard, it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- iii. The height of side walls near the sidings should be increased to an extent 10-12 meter or the green curtains of at least 10-12 meter height from the ground should be placed near the sidings, so that the dust emissions cannot travel outside the Railway Premise.

Reply: In this regard it is submitted the process of the tender has been initiated and the budget for the same has been allocated by the concerned engineering department.

- iv. The left over debris on the roads and near the sidings should be cleared immediately after the loading and unloading work is completed.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- v. The railway department should also plant trees of tall height near the sidings and near the road to control the dust emissions.

Reply: In this regard it is submitted that the direction has been issued to the concerned engineering department for tree plantation near the siding area.



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- vi. Before any unloading/loading activity, the dust spilled all over the platform should be cleaned with mechanical mobile sweeping machines and water sprinkling be done before entry of any vehicle.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- vii. Areas under vehicle movements should be kept clean by mechanical mobile sweeping machines and water sprinkling.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- viii. Material transportation should be done under covered trucks/tractors with proper enclosure to strictly avoid any spillage.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- ix. During the movement of loaded trucks/tractors on roads, especially after loading, the dusts deposited on the wheels tends to airborne. To reduce the dust emission, adequate wheel cleaning should be taken up at the unloading/loading site before it enters the road.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.



- x. Labours should be provided safety mask, shoes and gloves for material handling while unloading/loading or materials.

Reply: In this regard it is informed that relevant instructions were communicated to the parties and same is implemented by the parties.

- xi. Railway Authority, Palwal should submit the fugitive emission monitoring report of Good Siding area to Haryana SPCB, carried out by the Govt. approved agency/third party on quarterly basis.

Reply: In this regard it is informed that relevant instructions were communicated to the concerned EnHM cell of the Railways for providing the reports and conducting the inspections.

3. It is respectfully submitted for kind consideration of this Hon'ble Tribunal that the overall environmental impact of transportation of such commodities by railways is much less as compared to other modes of transportation as the cement is transported in closed wagons and such restrictions also leads to loss of revenue for the government by means of freight and other charges.

4. It is respectfully submitted that Railway is committed towards strict adherence of environment friendly measures in its continuous endeavor in becoming greener Railways. The photographs is also annexed herewith as Annexure R-1 Colly.



5. In view of the above stated facts and circumstances, the applicant may be allowed to resume the operation of the cement handling at ANDI goods siding in the interest of the public at large with a pragmatic view on the response towards compliance as well as the submission made herein above.

Rahul Yadav

DEPONENT
मण्डल वकिल प्रवक्ता (फस)
मारेन्द्रा कार्यालय, नई दिल्ली
Div. Comm. Manager (FS)
DRM Office, New Delhi

13 FEB 2023

Verified at New Delhi on this th day of February 2023 that the contents of day. Verification of the above affidavit are true and correct to my knowledge and noting false has been stated therein and no material has been concealed there from.

Om Prakash E.3372/99

I identified the deponent who has signed in my presence

Rahul Yadav

DEPONENT

मण्डल वकिल प्रवक्ता (फस)
मारेन्द्रा कार्यालय, नई दिल्ली
Div. Comm. Manager (FS)
DRM Office, New Delhi

Through

Solemnly sworn before me and read over & explained to the deponent Admitted to be correct

Oath Commissioner, New Delhi

Om Prakash
Advocate
(Om Prakash)



13 FEB 2023

Date: 13.02.2023

New Delhi

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ANNEXURE R-1(COLLY)











ANNEXURE A-2









उत्तर रेलवे

NORTHERN RAILWAY

JOINT NOTE

Sub: Joint Inspection Report in the matter of O.A No. 405/2022 titled as Shiv Kumar Arora V/s State of Haryana & Ors" In compliance of National Green Tribunal order dated 08.07.2022.

Today, on dated 15.08.24. the undersigned visited site at PWL Goods shed regarding construction/raising of boundary wall, tree plantation and Removal of heavy boulders/debris from PWL Goods shed and following observations were made:-

1. Construction/raising of 9 mtr. wall at PWL Goods shed is not feasible due to SOD infringement.(Details enclosed)
2. Heavy boulders/debris from PWL goods shed have been removed.
3. Tree plantation is being done at PWL Goods shed. Approx. 120 trees have been planted and more plants is to be planted within 10-15 days.



CMI/FDB

प्राथमिक निरीक्षक
उत्तर रेलवे, फरीदाबाद
Comml. Inspector
N. Rly., Faridabad



SSE/W/FDB

सीनियर सैक्शन इंजिनियर/कार्य
उत्तर रेलवे, फरीदाबाद
Sr. Section Engineer/Works
N.Rly., Faridabad

No. 1-W/FDB/2024

Dated:-14.08.2024

CMI/FDB,

Sub:- Construction of boundary wall in goods siding at Palwal Railway Station.

Ref:-NGT order dated 08.07.2022 in OA No- 405/2022 titled as Shiv Kumar Arora Vs State of Haryana & others.

Dear sir,

In reference to above, it is to inform you that there is only 3300 mm clear distance available from centre line of adjoining track to Railway boundary. As per Para-8 (ii b) in Chapter-1 of Indian Railway Schedule of Dimensions -2004 there should be a minimum horizontal distance of 2360 mm from any structure along a running track to ensure obstruction free movement of rolling stock on the track.

As there is only 3300 mm clear distance available at site and a 9.00 mtr high wall itself requires a space of nearly 3000 -4000 mm for its supporting structural members to retain the wind pressure over it. As a result of which, the supporting structure of the proposed 9.00 mtr high wall will infringe with the Schedule of Dimensions and obstruct the free movement of rolling stock on the track.

It is therefore suggested to construct a wall of height upto 3.00 – 4.00 from ground level because it requires less space in comparison to 9.00 mtr high wall.

The above is submitted for your kind information and further disposal please.

DA:-

1. Copy of Para-8 of Chapter-1 of IR SOD-2004

SSE/W/FDB
सीनियर सेक्शन इंजिनियर/कार्य
उत्तर रेलवे, फरीदाबाद
Sr. Section Engineer/Works
N.Rly., Faridabad

72
SCHEDULE - I
STANDARD DIMENSIONS
1676mm GAUGE (BG)

28**CHAPTER I—GENERAL**

The DIMENSIONS given in this Schedule-I have been classified under two heads namely for 'Existing works' and for 'New works'. Existing works means the works which were existing before issue of this Schedule of Dimensions (2004) and would help the field engineers to provide the information about previous dimensions followed at one place.

New works would include altogether new constructions, additions of new lines/new structures, gauge conversion and doubling. However, it is not intended to does not include the works of alteration such as shifting of a points and crossings, extension of siding, building etc. extension of loop line, alteration in buildings etc.

The dimensions, except for existing works, are to be observed on all 1676 mm gauge on Indian Railways for execution of new works. Provided that infringement to any provision of ~~unless prior sanction has been obtained from the Railway Board through the Commissioner/Chief Commissioner of Railway Safety. Provided further that for execution of new works, any infringement to~~ IRSOD Chapter I, II, III, V, VA & VB of Schedule I can be condoned by the Commissioner, provided further that infringement beyond the limits prescribed in Schedule II, if any or wherever specific mentions appear in Schedule I, sanction for condonation shall be obtained from Railway Board through Commissioner/Chief Commissioner of Railway Safety. up to the limits prescribed, if any, in Schedule II or as mentioned against specific item in Schedule I, can be condoned by the Commissioner.

[See Diagram Nos. 1A, 1A(Modified), 1B, 1C and 1D]

Note:

- (1) Item 8 and 10 are applicable only to structures outside station yards. All other items are of general applicability.
- (2) For running EMU and other 3660 mm Stock on existing works, clearances prescribed in items 13 Chapter 1, "Tunnels and Semi Through Girder Bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this chapter and not only for tunnels, through and semi through girder bridges.

ACS:27 Dt.17/07/2019

Spacing of Tracks

(i)	For existing works	4265 mm
(ii)	For new works/additions to existing works	5300 mm

Note:

- (a) See Appendix for extra clearance required on curves.
- (b) For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, **see item 13(i) ACS-18 Dt.16-11-2016**
 Ref: Rly Bd Letter no.2012/CEDO/SD/IRSOD/O Dt.16-11-2016
- (c) New/Additional works cover laying of new line and new running loops. Extension of existing line or replacement of points & crossings will not be treated as new work.
- (d) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearance maintained in Para 1 (ii) above shall be increased by equal to the width of such provisions/structures/foundation, as the case may be.
- (e) In case of tunnels, ROB, flyovers, through & semi-through girder bridges, where centre to centre distance, lesser than 5300 mm has been provided, lesser centre to centre distance can be provided on approaches also up to adequate distance to facilitate gradual increase in centre to centre distance up to 5300 mm. **Item.1 ACS-26 Dt.10.01.2019**
 Rly Bd letter no.2017 /CEDO/SD/IRSOD/O/ ACS-83rd TSC

Curves :—

2. Minimum radius of curves : 175m (10 degrees)

Bridges:—

3. Bridges must conform to the requirements of chapter IV of the Railways opening for the Public carriage of Passengers, Rule 2000. Directly on longitudinal girders should not be less than 150 mm deep exclusive of any notching which may be required to allow for cover plates, camber, etc. and not less than 305mm greater in length than the distance On existing bridges where there is nothing solid between sleepers to prevent a derailed wheel dropping, the clear distance between two consecutive sleepers shall not exceed 510mm. The clear distance between the joint sleepers shall not, however, exceed 200mm and that between the two consecutive sleepers 450mm in all new constructions and in existing bridges when regirdering or carrying out through sleeper renewal.

Bridge sleepers resting outside to outside of girder flanges subject to a minimum of 2440mm. The minimum length of steel trough sleepers should be the distance outside to outside of girder flanges subject to a minimum of 2440mm.

Rails:—

4. Minimum clearance of check rails for a curve : 44mm

Note:

- (a) This clearance must be increased by not less than half the amount of any difference between 1676mm and the gauge to which the curve is actually laid.
- (b) Check rails to be provided in curves where the radius is 218 metres or less *i.e.* curvature is 8° or more. They may be necessary also in the case of flatter curves, if high speed is contemplated.
5. i. Minimum clearance of check rail at a level crossing 51mm
ii. Maximum clearance of check rail at a level crossing 57mm
6. Minimum depth of space for wheel flange from rail level 38mm

Building and structures:—

7. Minimum horizontal distance from centre of track to any structure from rail level to 305mm above rail level
- i. For existing works 1675 mm
ii. For new works or alterations to existing works 1095 mm

8. Minimum horizontal distance from centre of track to any structure except a platform

- i For existing works.
From 305 mm above rail level to 4420 mm above rail 2135 mm
- ii level For new works or alterations to existing works:
- a. From 305 mm above rail level to 1065 mm 1905 mm increasing to 2360 mm
- b. From 1065 mm above rail level to 3355 mm 2360 mm
- c. From 3355 mm above rail level to 4420 mm 2360 mm decreasing to 2135 mm
- d. From 4420 mm above rail level to 5870 mm 2135 mm decreasing to 915 mm

Note:

- (a) Under item 7 and 8, any material stacked by the side of line is to be considered a structure in the sense in which the word is used here. These items also apply to projections of rock etc., from the side of cutting.
- (b) See appendix for extra clearance required on curves. Light structures such as ladders, thin posts etc. erected alongside the track at a distance of less than 2360mm from centre of adjacent track should be blanked off to a height of 300mm between 2060mm and 2360mm above rail level.
- iii a. Below the rail level up to the formation level of the track on straight and curves up to radius of 875m. 2575mm
- b. Below the rail level up to the formation level of the track on curves with radius less than 875m 2725mm

Note:

- (a) The required clearances as mentioned under item 8(iii) (a) and (b) above will be applicable in case of new lines/doubling/electrification.
- (b) The various fixtures which are attached to the track like traction bonds etc. and are required to be filled with the rail can be provided and the clearance as mentioned in item 8(iii) (a) & (b) above will not be applicable to these fixtures.
- (c) The clearances as mentioned in item no. 8(iii) (a) and (b) above will not be applicable for ballast less track (including washable apron).

Item.2 ACS-26 Dt.10.01.2019 Rly Bd letter no.2017/CEDO/SD/IRSOD/O/ ACS-83rd TSC

9. Minimum horizontal distance of any telegraph post measured from the centre of and at right angles to the nearest track.

- (i) For existing works plus The height of the post 2135mm
- (ii) For new works or alterations to existing works plus The height of the post
2360mm

Note: When the line is in cutting a telegraph post erected outside the cutting, must be at a distance from the edge of the cutting not less than the total height of the post.

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	4875mm
(b)	Where D.C. electric traction is in use or is likely to be used this dimension shall be	5410mm
(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 structure such as Foot Over Bridges	6250mm
	ii) Heavy overhead structure such as Road Over Bridges and Flyovers	5870mm

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 40m from its nearest face irrespective of the position of level crossing gate, the minimum height of such overhead structure shall be 6250mm*. Also, in case the turnout is beyond 40m but the level crossing gate is within 520m 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) shall be measured from the higher or super-elevated rail.
- (e) On lines existing or proposed to be electrified on 25KV A.C. system, necessary provision should 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 connection with the introduction of modern track structure 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).(CS No. 13)
- (f) For Mumbai Suburban, the height of Foot Over Bridges mentioned under para 10(c)(i) above may be reduced to 5750mm subject to following conditions:

- i. The minimum height of the contact wire shall be 4800 mm.
- ii. A special study shall be conducted as indicated in appendix A of chapter V-A to ascertain the feasibility of the contact wire height as 4800mm.
- iii. There shall be no crossover below FOB or within 40 m from the face of FOB.
- iv. There shall be no level crossing within 520 m from face of FOB.
- v. The maximum height of rolling stock shall be restricted to 4420 mm.
- vi. The height shall be measured from the higher or super-elevated rail.

ACS-22 Dt.8-12-2017

(Ref: Rly Bd Letter no.2011/CEDO/SD/IRSOD/O/1 Dt.08-12-2017)

11. Clearance for power line crossings including telephone line crossings of Railway tracks.

Para 11(i) Clearance for power line crossings in Non-Electrified & Electrified Territory:

SL	Over Head Crossing Voltage	Minimum Clearance from Rail Level		Minimum Clearance Between Highest Traction Conductor and lowest transmission Line Crossing Conductor.
		Existing Power Line Crossing for Non-Electrified Territory	New Power Line Crossing or Crossing Planned for Alteration	
(1)	(2)	(3)	(4)	(5)
1	Upto and including 11 KV	Normally By Underground Cable		
2	Above 11 KV and upto 33 KV	10860 mm	14660 mm	2440 mm
3	Above 33 KV and upto 66 KV	11160 mm	14960 mm	2440 mm
4	Above 66 KV and upto 132 KV	11760 mm	15560 mm	3050 mm
5	Above 132 KV and upto 220 KV	12660 mm	16460 mm	4580 mm
6	Above 220 KV and upto 400 KV	14460 mm	18260 mm	5490 mm
7	Above 400 KV and upto 500 KV	15360 mm	19160 mm	7940 mm
8	Above 500 KV and upto 800 KV	18060 mm	21860 mm	7940 mm

ACS-20 Dt.17-07-2017

Ref: Rly Bd Letter no.2011/CEDO/SD/IRSOD/Elect./02(Pt.II) Dt.17-07-2017

उत्तर रेलवे

NORTHERN RAILWAY

JOINT NOTE

Sub: Joint Inspection Report in the matter of O.A No. 405/2022 titled as Shiv Kumar Arora V/s State of Haryana & Ors" In compliance of National Green Tribunal order dated 08.07.2022.

Today, on dated 15.08.24. the undersigned visited site at PWL Goods shed regarding construction/raising of boundary wall, tree plantation and Removal of heavy boulders/debris from PWL Goods shed and following observations were made:-

1. Construction/raising of 9 mtr. wall at PWL Goods shed is not feasible due to SOD infringement.(Details enclosed)
2. Heavy boulders/debris from PWL goods shed have been removed.
3. Tree plantation is being done at PWL Goods shed. Approx. 120 trees have been planted and more plants is to be planted within 10-15 days.



CMI/FDB

राजकिशोर बिरीशक
उत्तर रेलवे, फरीदाबाद
Comml. Inspector
N. Rly., Faridabad



SSE/W/FDB

सीनियर सैक्शन इंजिनियर/कार्य
उत्तर रेलवे, फरीदाबाद
Sr. Section Engineer/Works
N.Rly., Faridabad

No. 1-W/FDB/2024

Dated:-14.08.2024

CMI/FDB,

Sub:- Construction of boundary wall in goods siding at Palwal Railway Station.

Ref:-NGT order dated 08.07.2024 in OA No- 405/2022 titled as Shiv Kumar Arora Vs State of Haryana & others.

Dear sir,

In reference to above, it is to inform you that there is only 3300 mm clear distance available from centre line of adjoining track to Railway boundary. As per Para-8 (ii b) in Chapter-1 of Indian Railway Schedule of Dimensions -2004 there should be a minimum horizontal distance of 2360 mm from any structure along a running track to ensure obstruction free movement of rolling stock on the track.

As there is only 3300 mm clear distance available at site and a 9.00 mtr high wall itself requires a space of nearly 3000 -4000 mm for its supporting structural members to retain the wind pressure over it. As a result of which, the supporting structure of the proposed 9.00 mtr high wall will infringe with the Schedule of Dimensions and obstruct the free movement of rolling stock on the track.

It is therefore suggested to construct a wall of height upto 3.00 – 4.00 from ground level because it requires less space in comparison to 9.00 mtr high wall.

The above is submitted for your kind information and further disposal please.

DA:-

1. Copy of Para-8 of Chapter-1 of IR SOD-2004

SSE/W/FDB
सीनियर सेक्शन इंजिनियर/कार्य
उत्तर रेलवे, फरीदाबाद
Sr. Section Engineer/Works
N.Rly., Faridabad