



Dedicated Freight Corridor Corporation of India Ltd.

(A Government of India Enterprises)

5th Floor, Pragati Maidan, Metro Station Building Complex, New Delhi- 110001
Registered Office: 101 A, Rail Bhawan, New Delhi- 110001, Web: www.dfccil.org

No. HQ/PIO/RTI/19/11

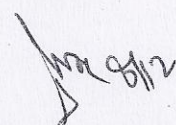
Dt: 08/12/2011

Director/ Transport Planning
Railway Board
Rail Bhawan
New Delhi- 110 001

Sub: RTI application of **Shri. Amar Chand Gehlot, R/O Daurai, Ajmer (Rajasthan),**
Dt: 11/11/11 to Railway Board.

Ref: Railway Board letter no. 2011/Infra/15/9 dt: 07/12/11. (Rti con no 01002779)

In continuation to this office letter of even No. dated 28/11/2011. Please find enclosed herewith a copy of letter No. HQ/PG/DFCC/Ajmer/CA III dt: 04/11/2011 addressed to Shri Amar Chand Gehlot. In the said letter the issues identical to his RTI Applications has been addressed.


(Rajiv Bhatnagar)
DGM/RTI

DA:AA



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No. HQ/PG/DFCC/Ajmer/CA III

Date 04/11/11

Sh Amarchand Gehlot

61- Near Dorai, Railway Station

Dorai, Ajmer

Smt Usha Kiran Verma

333/11 Subhash Nagar

Ajmer

And others co- representationist

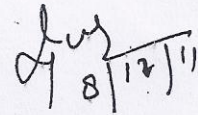
Sub: Representation of Smt Usha Kiran Verma, Sh Rajender Verma, Sh. Amarchand Verrma & others against DFC alignment between Daurai & Madar in Ajmer section.

The issues, as raised in the representation in regard to change in alignment between Daurai & Madar section of Western Corridor of DFC have been examined in detail. The feasibility of changing the alignment of DFC have been examined in detail. The change in the alignment in not feasible in view of facts and reason explained hereunder;

- 78 Hact. land would be required to be acquired in case of parallel finalized alignment as against of 190 Hact. Proposed alignment in the representations under consideration. Out of 78 Hact. more than fifty percent would be of Railway & Statement Govt land & rest public lands;
- Land has been acquired strictly in accordance with Railway Act 1989(Amended in 2008);
- Need of technical parameters of rail tracks is different than of roads. Needless to mention that rail tack should not be steep, with ups/downs and should be free of sharp turns/curves etc;
- Adjacent to National High way is hilly area. It is not possible to construct track for the movement of trains in hilly areas. Tunnel may be required to be constructed along with of National Highway. Construction cost of tunnel for movement of trains is extremely high;

- The average filling of formation is about 1.5 m and maximum filling is 4.5m;
- DFCCIL is moving after consulting all concerned departments. Water drainage canal between Madar & Daurai is coming slightly in the way of the proposed alignment. The above mentioned water drainage canal will be shifted parallel to proposed alignment in consultation with Irrigation Department;
- The proposed DFC track will be laid on Eastern side. It will not infringe with Diesel/Petrol Decanting Installation on Durai Railway Station which is on Western side of Ajmer-Ahmedabad route;
- According to present rules, Railway Projects do not require pollution clearance. However, trains will be running on electricity hence no pollution. Fencing will be done in populated areas & hence honing would not be required trains. Noise pollution will be controlled by modern techniques in laying track;
- While finalizing alignment, it was kept in mind that alignment should not divide residential and commercial activity areas and consequently Public should not be feel sandwiched in between;
- DFC proposed track for movement of rails is based on instruction of Ministry of Railways reproduced below:
 - i. Alignment between Rewari & Palanpur should be as far as parallel to existing track;
 - ii. Maximum use of railway land leading to minimum acquiring of public land;
 - iii. Lesser effect on populated areas; &
 - iv. To follow sound economic engineering practices.

This is for information please



(S.K. Jain)

General Manager/SEMU

C/- CPM/ ~~Kanpur~~ Ajmer