



डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन ऑफ इंडिया लि०
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Govt. Of India (Ministry of Railways) Enterprise

No. CGM/DFC/UMB/RTI-2024

Date-05.03.2025

Sh. Veeresh Kumar
R/O- Uttar Pradesh
Mob No. 84445979573
Mail- vkshakya1995@gmail.com

Sub: Reply sought under RTI Act 2005.

Ref: (i) Your application Registration No. DFCCIL/R/T/25/00003, dated-16.01.2025.

In context of above, please find the attached information which was sought under RTI Act-2005 as received from concerned officials.

DA: As above.


(Shashi Paul Sharma)
Dy. CPM/Elect.
DFCCIL/Ambala

Mail to:-

1. CGM/DFCCIL/Ambala for kind information.
2. Dy. CPM/Engg./DFCCIL/Ambala for kind information.
3. AGM/Admin/PIO/DFCCIL/New Delhi for kind information.
4. P.M/Engg/DFCC/Ambala for inf



डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इंडिया लि०
भारत सरकार (रेल मंत्रालय) का उपक्रम
DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED
A Govt. Of India (Ministry of Railways) Enterprise

No.CGM/UMB/RTI-4

Date: 04.03.2025

To,
PIO
DFCCIL/Ambala.

Sub: Provide Information under RTI Act 2005.

Ref: RTI Request No DFCCIL/R/T/25/00003 dated 16.01.2025.

S. No	Question	Reply
1.	Approval Document: A certified copy of the approval document or circular allowing changes in the Continuous Welded Rail (CWR) for the insertion of Switch Expansion Joints (SEJs) in the Eastern Dedicated Freight Corridor (EDFC).	Copy of the Contract document sub-clause 4.3.2(2) is attached in which the provision is available for insertion of SEJ in CWR.
2.	Authority: The name, designation, and official instructions of the authority under whose instructions this change has been proposed and implemented.	Insertion of SEJ in PKYN-SNL section of EDFC, has been done as per IRPWM Para 328 to 331.
3.	Technical Evaluation: Any technical evaluation, feasibility study, or advisory report that was considered before implementing this change in the CWR policy for EDFC.	
4.	Meeting Minutes: Certified copies of the minutes of meetings where this decision was discussed and approved, if applicable.	Already provisioned in the contact agreement, hence no MOM in this regard.
5.	Implementation Plan: Details of the implementation plan, including guidelines or directives issued to field units for incorporating SEJs in CWR.	
6.	Cost and Impact Analysis: Any document detailing the cost implications and impact analysis of introducing SEJs in the EDFC.	It is already mentioned in the Contract agreement, hence no additional cost impact on the project.

DA: As above.

May please approve the reply as above

Approved
FDM
05/03/25
CAM

Project Manager/Engg.
DFCCIL/Ambala
04/03/2025

4.2.8 Guarantee

- (1) Guarantee of the rails will be provided by the Contractor as per the provisions of IRS-T12-2009.

4.2.9 Purchase of Rails

- (1) The Contractor is free to purchase rails from any domestic or international supplier.
- (2) The Rails proposed to be used for IR Track(s) shall be procured only from manufacturer(s) approved by IR for Passenger Traffic.

4.3 CONTINUOUSLY WELDED RAIL TRACK

4.3.1 General

- (1) Rail panels, after laying in track, shall be welded to make Continuously Welded Rail (CWR) track for as much length as possible, for which the Contractor shall prepare the CWR plans for the approval of the Engineer in advance under design submission schedule in accordance with the design principles/provisions contained in LWR Manual. The CWR shall be continued through the turnouts.

4.3.2 Rail Laying Temperature

- (1) The project length falls in temperature zone IV in India as per fig.1.7 in LWR Manual. The de-stressing temperature will be determined on the basis of the data furnished in figure 1.7 of LWR Manual.
- (2) CWR track lengths installed outside this temperature range shall be de-stressed before the laying and final setting of Switch Expansion Joints (SEJ) at the end of breathing length. ✓
- (3) Neutralization of the stresses in the rails during construction shall be carried out as required by the provisions of the LWR Manual.
- (4) Rails after de-stressing shall be checked by a non-destructive rail stress measuring equipment to verify the correctness of the de-stressing temperature. Contractor shall arrange such testing equipment in adequate numbers on its own, which shall also be made available to the Engineer for this purpose. The details of the equipment and its performance characteristics will be submitted to the Engineer and his approval obtained before it is put to use.
- (5) The Contractor shall submit detailed process of neutralisation of stresses in the rails during construction ensuring that the rails in track remain de-stressed in the prescribed temperature range and shall form part of CWR plans submitted by the Contractor in accordance with 4.3.1 above.

4.3.3 Welding of Rails

- (1) Only rail panels having a length of not less than 260m except for points & crossings and any other locations approved by the Engineer would be installed in the track which shall be converted to CWR through in-situ welding. In-situ welding will also be carried through mobile flash butt welding plants. Conversion of single rails to 260m long panels would be done in the manufacturing unit or in a construction depot through the use of flash butt welding plants. Rails would be welded as per the provision of Indian Railway's Manual for Flash Butt Welding of Rails-2012 (herein after referred as FBW Manual). At special



- (b) The minimum rail section to be used shall be of 52 kg/m.
 - (c) In a LWR/CWR, two different rail sections are not permitted.
 - (d) In case of LWRs laid on concrete sleepers having different rail section on either side of SEJs, combination SEJ to RDSO Drg. No T-6782 (52kg / 60 Kg) shall be provided. Alternatively, two 3 rail panels (39 m), one of each rail section shall be provided with combination fish plated joint, between the two panels.
 - (e) New rails used in LWR/CWR shall, as far as possible, be without fish-bolt holes. Joining of rail ends temporarily during installation of LWR/CWR shall be done by 1 m long fishplates with special screw clamps/joggled fish-plates having slotted grooves & bolted clamps as in Fig. 3.9, 3.10, 3.11, 3.12, 3.13 with speed restrictions indicated in Annexure - 3/8.
 - (f) Bolt holes, if any, shall be chamfered.
- (6) **Continuity of track structure:**
Wherever LWR/CWR is followed by fish-plated track/SWR, the same track structure as that of LWR/CWR shall be continued for at least three rail lengths (39 m) beyond SEJ.
- (7) **Level Crossings:**
Level crossings situated in LWR/CWR territory shall not fall within the breathing lengths.
- (8) **Points and Crossings:**
- (a) In case, LWR is terminated near Points & Crossings, one three rail panel (39 m) shall be provided between stock rail joint (SRJ) and SEJ as well as between the crossing and SEJ. This length shall be provided with elastic fastenings with adequate toe load to arrest creep.
 - (b) In case, LWR/CWR is taken through Points & Crossings, the provisions contained in RDSO report no. CT-48 shall be followed.

327 Provision of Glued Joints:

All insulations for track circuiting in LWR/CWR shall be done by providing glued joints of G3(L) type.

328 Location of SEJ:

The exact location of SEJ shall be fixed taking into account the location of various obligatory points such as level crossings, bridges, points and crossings, gradients, curves and insulated joints.

The various designs of SEJs in use on Indian Railways are as per Para 225

- (1) The conventional SEJ (RT-4160 and RT-4165) with straight tongue and stock shall not be located on curves sharper than 0.5° (3500 m radius).
- (2) The improved SEJs (RT-6902, RT-6914, RT-6922, RT-6930) may be located on curves up to 2°. SEJ beyond 2° and up to 4° shall be laid with approval of PCE in consultation with RDSO
- (3) The SEJ shall not be located on transition of curves.

329 Bridges with Ballasted Deck (without bearing): (Back to Para 226 (4))

LWR/CWR can be continued over bridges with ballasted deck without bearings like slabs, box culverts and arches.

330 Bridges with Ballasted Deck (with bearing): (Back to Para 226 (4))

Detailed calculations shall be done by the Design office of Chief Bridge Engineer / CAO(C) to ascertain the effect of LWR of such bridges and its effect on the Sub-structure of the bridge as per Para 2.8.1.2 of "Bridge Rules".
The LWR/CWR may be permitted on a case-to-case basis based on the above calculations. In case detailed calculations are not done, LWR may be permitted as per Para 331 below for bridges with un-ballasted deck.

331 Bridges with Un-Ballasted Deck: (Back to Para 226 (4), 630)

LWR/CWR shall be continued over such bridges with overall length as specified in sub-Para (1) to (3) below:

- (1) Bridges provided with rail-free fastenings (single span not exceeding 30.5 metre and having sliding bearings on both ends)

Overall length of the bridge should not exceed the maximum as provided in Table-1 with following stipulations:

- Rail-free fastenings shall be provided throughout the length of the bridge between abutments.
- SEJ of the LWR should be located such that bridge does not fall in the breathing length of the LWR. The approach track upto 50 m on both sides shall be well anchored by providing PRC sleepers with elastic rail clips with adequate toe load so as to arrest creep.
- The ballast section of approach track upto 50 metre shall be heaped upto the foot of the rail on the shoulders and kept in well-compacted and consolidated condition during the months of extreme summer and winter.

- (2) Bridges provided with rail-free fastenings and partly box-anchored (with single span not exceeding 30.5 metre and having sliding bearings at both ends)

Overall length of the bridge should not exceed the maximum as provided in Table-1 with following stipulations:

- Central sleepers shall be anchored with anchoring arrangement (two each in end spans and one each in the middle spans) as per RDSO Drg. No. M-10920(1) (Fig 3.25) and the remaining sleepers shall be provided with rail-free fastenings.
- The track structure in the approaches shall be laid and maintained to the standards as stated in (1) (b) & (c) above.
- The girders shall be centralized with reference to the location strips on the bearing, before laying LWR/CWR.
- The sliding bearings shall be inspected during the months of March and October each year and cleared of all foreign Materials. Lubrication of the bearings shall be done once in two years.

TABLE - 1

Maximum Overall Length of Bridges Permitted on LWR/CWR (in m) Para - 331(1) & 331(2)

Temperature zone	Rail section	Rail-free fastenings on bridges as per Para 331(1) with PRC sleepers on approaches	Rail-free fastenings on bridges and partly box-anchored as per Para 331(2) and with PRC sleeper on approaches
I	60kg/m	30	77
	52kg/m	45	
II	60kg/m	11	90
	52kg/m	27	42
III	60kg/m	11	58
	52kg/m	27	23
IV	60kg/m	11	43
	52kg/m	27	23