

1. Opening of additional lines of railway and deviation of lines;
  2. Opening of stations, junctions and level crossings;
  3. Remodeling of yards and rebuilding of bridges;
  4. Introduction of electric traction; and
  5. Any alteration or reconstruction materially affecting the structural character of any work to which the provisions of sections 21 and 22 apply or are extended by this section.
- 3. Application for sanction for works:-**
- Application to the CRS for sanction for carrying out works affecting running lines shall be made by the DRM through the Heads of the Departments for track, bridge and signalling and interlocking works.
- 4. Application for running of new types of locomotives and for rolling stock and for increase in speed (Annexure 13/4 of IRPWM):-**
- 4.1. Application to the CRS for sanctioning the running of new types of locomotives or rolling stock or increasing the maximum permissible speed on a specified section or sections shall be made by the CE and accompanied by the following documents:-
    1. Load Diagram;
    2. Certificate for track strength;
    3. Certificate for strength of girders;
    4. Certificate or test runs (if required by the CRS) obtained from Transportation branch;
    5. Certificate (in the prescribed form) signed jointly by the CME and CE;
    6. A statement (in the prescribed form) detailing any infringement of maximum and minimum dimensions involved in the running of the locomotive or rolling stock.
  - 4.2. On receipt of such an application, the CRS will, if he so desires, inspect and/or try out the new locomotives and / or rolling stock and the Railway Administration shall afford him the necessary assistance to do so.
- 5. Repetition of application to obtain the sanction of the CRS shall be avoided:**
- 5.1. Only one application for the sanction of the CRS for each work shall be submitted although the work itself may be divided into separate stages.
  - 5.2. For the purpose of para 5.1. above, works envisaged as per any separate proposal or sanctioned estimate and required to be carried out at any block station, non-block station, level crossings or other independent location shall be considered as a separate work and separate applications should be submitted for each such work. When works are required to be done over a block section continuously, in addition to or without works at associated block and non-block stations, level crossings, etc., a separate application should also be submitted for each such block section. However, notwithstanding the above, a common application for several works covered by different estimates or proposals and to be executed at one station, level crossing or other independent location or over the same block section may be submitted, provided it is intended to execute such works simultaneously or in close succession to each other.
  - 5.3. A safety certificate in the prescribed form shall, however, be submitted for each stage.
- 6. Documents to accompany application for sanction:**
- 6.1. Documents to accompany the application for sanction are detailed in Form No. ES.1 (for specimen form, see Annexure 13/1, IRPWM) and they should be complete in every respect;

- 6.2. The Officer shall furnish, along with his application, a Track Certificate, Form No. E.T.4 (for specimen Form, see annexure 13/2, IRPWM), to the effect that the track is suitable for the maximum axle loads stated therein.
- 6.3. For a major bridge or where non-standard girder designs are used, the Certificate, Form No. E.B. 9 ( for specimen Form see Annexure 13/3, IRPWM), issued by the CBE, to the effect that the bridge or bridges are designed adequately to carry the axle loads proposed to be run, shall accompany the application.
- 6.4. For the purpose of furnishing the Track Certificates and the Certificates of the CBE, the COM should be consulted in regard to the types of locomotives and rolling stock to be used and their axle loads and speeds.
- 6.5. The rules for working of traffic obtained from the Transportation branch and the particulars of electric block and signalling work, if any, obtained from the S&T branch shall accompany the application.

## **7. Inspection by the CRS:**

When the CRS notifies his intention to inspect a work prior to opening for public traffic, advise of when the work will be ready for inspection shall be given to him at least 14 days before it is proposed to be opened.

## **8. Submission of Safety Certificates (Annexure 13/5):**

- 8.1. The CRS in according his sanction may or may not propose to inspect the works.
- 8.2.1. If the CRS decides not to inspect the work prior to opening, the Safety Certificate together with the certificates referred to therein, should be completed and submitted before the work is opened by the Engineer (s) in-charge and a telegram, when so required despatched to the CRS, copies of the Safety Certificate shall be sent to the DRM, CE & CSTE.
- 8.2.2. The Safety Certificate for engineering works shall ordinarily be signed by the AEN, except in special cases, as may be specified, when the DEN shall sign it. In the case of works involving tracks and bridges and/or signalling and interlocking, the Safety Certificate should be signed jointly by the Engineers concerned.
- 8.3. If the CRS decides to inspect the work prior to opening, he will after inspection in the company of the Officers concerned, communicate in writing his sanction to open the work.

## **9. Deviation from plans approved by the CRS:**

If any material deviation from the plans approved by the CRS which affect the layout of lines or the arrangements of signals or the working rules are found necessary, his prior approval to such deviations should be obtained with reference to the application first made.

## **10. Special instructions regarding Safety Certificate for Signalling Works:**

The following instructions shall be observed regarding the submission of Safety Certificates for works involving signalling and/or interlocking—

- 10.1 Sanction of the CRS is required under Rule 4.10 to Speeds over 15 KMPH over turn-outs and crossovers. Speeds in excess of 15 KMPH but within the speeds permissible for the standard of signalling subject to any local restrictions necessary, may be permitted on the main line on the CE's Safety Certificate not less than seven days after opening of the work.
- 10.2. Safety Certificates posted prior to opening and subsequently to be countersigned by a S&T Engineer, may be submitted by an authorised Signal Inspector up to a speed