West Central Railway

DRM's Office (Optg.Br.) Jabalpur Date: 14.03.2023

No.GW.DRGM.127/GCT/EMMRL/DPR & ESP

## Project Head/Bandha Coal Block ESIL Mines and Mineral Resources Ltd. (EMMRL) 115-K, Harai East, Chandrayan (Ajit Chaturvedi Guest House) Waidhan, Singrauli (M.P.)-486886

- Sub: Approval of Detailed Project Report (DPR) and Engineering Scale Plan (ESP) in connection with the development of Green field Cargo terminal (GCT) of M/s EMIL Mines and Mineral Resources Ltd. (EMMRL) taking off from Deoragram (DRGM) railway station in KTE-SGRL section of JBP division.
- **Ref**: Your application dated: 25.05.2022 on FBD portal

Reference above, the DPR and ESP of the above project has been examined by this office and the various compliances submitted by your good office on the DPR and ESP of above project, the approval of DPR and ESP of the proposed GCT of M/s EMMRL taking off from DRGM station is hereby granted subject to following conditions.

- 1. The alignment and L-section of connecting line from take off point to the proposed GCT to be submitted for necessary approvals.
- 2. No phasing of works in the approved ESP to be permitted.
- 3. The Signal Interlocking Plan (SIP), General Arrangement Drawing (GAD), OHE sectioning cum wiring diagrams and other relevant documents, etc in connection with commissioning of proposed GCT to be submitted at the earliest for necessary approvals.
- 4. The required land acquisition for the development of GCT to be completed at the earliest. Subsequently, the documents related to ownership/lease of land to be submitted to this office. Only after submission of required land related documents, any construction related activities may be started.
- 5. The timeline for the construction of GCT mentioned as per the para 14 of GCT policy dated: 06.12.2022 (copy enclosed) to be strictly adhered. In failing to do so, Railway reserves the right to put the approval in "abeyance" and reserves the right to approve connectivity for other GCT(s) on the same alignment.
- 6. As per para no. 18 (a) of Railway Board letter no. 2010/TT-IV/9/1 dated: 08.10.2019, continuous video recording at the cost of the

loading/unloading party to be done in case damages continue to occur in siding and goods shed even after penalties are imposed. In order to identify cause of damages and to avoid dispute at later stage, it is highly recommended to provide CCTV cameras at all loading/unloading points.

- 7. The compliance of railway remarks on the DPR submitted vides your letter no. DCCL/WCR/EMMRL/22/05 dated: 10.09.2022 (copy enclosed) should be incorporated in the DPR and fresh DPR in 16 copies to be submitted to this office.
- 8. M/s EMMRL will adhere to all the necessary guidelines and instructions mentioned in GCT Master Circular on Gati Shakti Multi-Modal Cargo terminal (GCT) dated: 06.12.2022 and its amendments issued from time to time.
- 9. All facilities as mentioned under service building in the ESP including crew rest room along with pantry facility to be provided.
- 10. The availability of Suitable 4-wheeler inside plant yard to be ensured for movement of train crew staff to/from from serving station to inside plant yard, if required.
- 11. The necessary arrangements to be made for regular inspections of the proposed GCT by the railway officials like accommodation and conveyance inside plant yard.

This has the approval of **DRM/JBP** 

**Note:** The approved copy of ESP (HQ DRG No. GM/W/WCR/JBP/1485 dated: 28.02.2023) of DRGM station in connection with development of GCT of M/s EMMRL is enclosed herewith for necessary action

MADHUR Digitally signed by MADHUR VERMA VERMA Date: 2023.03.14 11:28:32 +05'30' (Dr. Madhur Verma) Sr.DOM/JBP

Copy to:

PCOM, PCCM, PCE, PCEE, PCSTE, PFA & PCME/WCR, for kind information CTPM and CPDE/WCR, for kind information


**DRM/JBP**, for kind information

ADRM/Infra/JBP, for kind information

Sr.DCM, Sr.DEN/Co, Sr.DSTE/Co, Sr.DEE/TRD, Sr.DME/Co and Sr.DFM/JBP, for information and necessary action

Devi Maa Shakti constructions & Consultancy Services Pvt. Ltd. (DCCL)

Shri Raj Bhawan, J-38, Ashiana, Kanpur Road, Lucknow-226012 (U.P.) for information and necessary action



CSR OF SIDING LINES		
NAME OF LINES STARTING CHAINAGE ENDING CHAINAGE CSR HQ Drg. No. GM/W/WCR/JBP/1485		
PRE- HANDLING LINE NO. 1 603.75 1353.75 750.00   DRG. No.: DRM(W)/JBP/R/T-0009		
PRE HANDLING LINE NO. 2 603.75 1353.75 750.00 WEST CENTRAL RAILWAY	γ	
ENGINE ESCAPE LINE NO. 3 553.12 1378.12 825.00		
POST HANDLING LINE NO. 4 1618.25 2368.25 750.00 DIVISION - JABALPUR SECTION: KA	ATNI- SINGRAULI	
BRAKEVAN SIDING   663.12   763.12   100.00   CLIENT :   M/S. EMMRL		
SICK SIDING 1010.00 1190.00 180.00 PROJECT : GREENFIELD RAILWAY SIDING BEING		
CSR OF DRGM LINES		
UP & DN LOOP NO. 1 429.05 320.95 750.00 TITLE: ENGINEERING SCALE PL	AN	
TRACK STRUCTURE DN MAIN LINE 509.05 320.95 830.00 APPROVED RAILWAY CONSULTANTS :	SUCTIONS & CONSULTANCE	
UP MAIN LINE   636.987   361.104   998.091		
Sr. No. Description Value PROP UP & DN LOOP NO. 2 565.975 229.500 795.475   01 Rail (BG) 60/52 Kg PROP UP & DN LOOP NO. 2 565.975 J-38 ASHIANA, KANPUR ROAD, LUCKNOW, UP-2	226012	
O1 Run (DC) O0/ 52 Rg   O2 Sloopors DSC (1540 Noc)   A & D SIDING 429.05	APPROVED RAILWAY CONSULTANTS A RAILWAY MULTI NATIONAL CO.	
02SteppersPSC (1340 NOS.)03Ballast300mmPROP. UP & DN LOOP NO. 3529.468202.122731.590		
	ET No. 1/1	
Scale: All DIMENSIONS ARE IN METRES SCALE: 1:1000 Dt :07.11.2022   Dt :07.11.2022 Dt :07.11.2022		
ANGLE ANGENT POINT LENGTH		
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	NUTES AND REFERENCES		
_	EXISTING WORK SHOWN IN BLACK.		
2.	PROPOSED WORK SHOWN IN RED.		
	WORK TO BE DONE BYE THDC SHOWN IN		
	BLUE.		
1.	DO NOT SCALE THE DRAWING ONLY		
	WRITTEN DIMENSIONS SHOULD BE		
	FOLLOWED.		
5.	SITE HAS BEEN INSPECTED & FOUND		
	FEASIBLE TO EXECUTE THE WORK.		
5.	THERE IS NO INFRINGEMENT TO		
	SCHEDULE OF DIMENSION.		
7.	ALL CHAINAGES ARE IN METER OR		
	SPECIFIED OTHERWISE.		
3.	CH:00 IS RECKONED FOR CENTER LINE OF		
	PROPOSED STATION BUILDING.		
9.	MAXIMUM SPEED OF SIDING IS 15 KMPH.		

Signature block		
HQ-CPDE	DINESH CHAND GUPTA Digitally signed by DINESH CHAND GUPTA Date: 2023.02.28 16:11:00 +05'30'	
DRM-JBP	VIVEK SHEEL Digitally signed by VIVEK SHEEL Date:2022.11.22 10:00:47 +05'30'	
ADRM-JBP	AMITOJ BALLABH Digitally signed by AMITOJ BALLABH Date:2022.11.21 06:58:48 +05'30'	
SRDOM-JBP	MADHUR VERMA Digitally signed by MADHUR VERMA Date:2022.11.16 03:05:14 +05'30'	
SRDSTE-CO-JB P	VIRAT GUPTA Digitally signed by VIRAT GUPTA Date:2022.11.19 01:50:34 +05'30'	
SRDEE-TRD-JB P	SANJAY SINGH Digitally signed by SANJAY SINGH Date:2022.11.18 11:38:28 +05'30'	
SRDCM-JBP	VISHWA RANJAN Digitally signed by VISHWA RANJAN Date:2022.11.16 06:51:25 +05'30'	
SRDEN-CO-JBP	JAI PRAKASH SINGH Digitally signed by JAI PRAKASH SINGH Date:2022.11.21 11:31:23 +05'30'	
DEN-E-JBP	ANIL AGRAWAL Digitally signed by ANIL AGRAWAL Date:2022.11.16 03:36:24 +05'30'	



## DEVIMAASHAKTI CONSTRUCTIONS & CONSULTANCY SERVICES PVT. LTD.



No. DCCL/WCR/EMMRL/22/05

Date : 10.09.22

Τo,

**The Sr DOM,** Jabalpur Division, West Central Railway

Sub : Private Siding of EMMRL to be taken off from Deoragram Station

Ref : Your Letter No. GW/DRGM/127/GCT/EMMRL/ESP dt 22.7.22

Dear Sir,

With reference to the above, item wise compliance is in the annexed pages for your kind perusal and approval please. The complied ESP is also being submitted.

Request to please grant the Approval.

Thanking You,

Yours Truly,

Ayush Sinha, Director – Finance & Operations, DEVIMAASHAKTI CONSTRUCTIONS & CONSULTANCY SERVICES PVT LTD (DCCL) Approved Railway Consultants

CC – M/s EMMRL

## Regd. Office:

Shri Raj Bhawan, J-38 Ashiyana, Kanpur Road, Lucknow-226 012 (U.P.) INDIA Mob.: +91-8707576170, +91-7007795287 Phone & Fax : 0522-2421815 Website : www.msc.ind.in E-mail : dccl.railway@gmail.com

	EMMRL COMPLIANCE FOR SIDING TAKEN OFF FROM DEOI	
S.No.	Railway Observations	EMMRL Compliance/Remarks
	Operating:	
1	The proposed double line between GAJB-DRGM is not shown in MAGENTA color.	Complied
2	Considering the future quantum of traffic to be deal by the siding, it is essentially required that the layout and earthwork of the EMMRL shall be done to incorporate two additional R & D lines in future, if required, so that major alterations may be not in the existing yard.	There are already 3 proposed pre silo lines proposed which can accommodate 2 rakes in standby and 1 line for release of loaded rake. It will not be economically feasible for more lines. Also there are max 4 rakes per day at our max potential which will be 5 years from the date of the commissioning.
3	It is noticed that the curvature of 7 degree is proposed at the take off point of the siding. This may have a permanent speed restriction of 15kmph. Therefore, the degree of curvature should be explored to be relaxed to have the speed potential of 30kmph of the siding.	Survey has been done many times for the same, and due to the boundary constraint of the Bandha Mines, the same is not possible. Railway Board permits curves upto 10 degrees. Also as there is another loop line coming for the THDC at Katni end, the space constraint is there. The curve has been relaxed to
4	The gradient inside plant yard of EMMRL to be mentioned in the ESP.	6.5 degrees. Complied
5	The nomenclature of line no.2 & line no.3 to be corrected as Pre-Handling line no.2 and Engine escape line no.3 respectively.	Complied
6	It is noticed that the CSR of line no.2 is mentioned as 750mts whereas on calculating from CH: 530.55 to CH: 1215.55, it comes as 685mts. Therefore, the CSR of line no.2 shall be increased up to 750mts.	The confusion was due to unclear FM's of all the 3 Lines. FM's for all the 3 lines have been specifically marked now to avoid confusion.
7	The chainage of all SRJs inside plant yard of EMMRL to be verified & reviewed.	Reviewed
	Commercial:	Agroad as non Extent Della
1	FOIS room to be provided with RMS/TMS terminal facilities.	Agreed as per Extant Railway Rules
2	CGS/CNC office should be situated at such location which will	Agreed as per Extant Railway

	be convenient for staff for monitoring loading/unloading operations.	Rules
3	Provision of EIMWB with network connectivity to ensure integration of EIMWB with FOIS.	Agreed as per Extant Railway Rules
4	Loading/unloading, operations in mechanized manner will be promoted by providing facilities of tippler, Silo, conveyer belts, etc. for ensuring faster clearance of rakes.	Agreed as per Extant Railway Rules
5	Provision of CCTV with recording facility will be ensure to monitor wagon detention and damages to wagon cases at loading/unloading point and at weighbridge location to avoid any unfair practices.	Agreed as per Extant Railway Rules
6	RDSO guidelines for loading/unloading facilities to avoid damage to wagons during loading/unloading may also be incorporated.	Agreed as per Extant Railway Rules

	ENGINEERING	
S.No.	Railway Observations	EMMRL Compliance/Remarks
1	Details of existing yard should be completely matched with	Complied
	approved ESP of DRGM station in all respect.	
2	Details of curve should be mentioned as per prescribed format	Complied
	of HQ. Chainages of curve start, TTP, end of curve etc be be	
	shown in ESP.	
3	Track structure should be mentioned in ESP.	Complied
4	If land acquisition involved, please complete it before the	Agreed
	execution of work.	
5	Track Center (TC) should not be less than 5.30 meters.	Complied
6	Layout of turnout in Auto-Cad with graphical solution should be	Agreed
	submitted before approval of ESP to avoid the kink in turnout	
	portion.	
7	1 in 12 turnout has been laid from Ch: 361.104 i.e. just behind 6	Due to space constraint, the
	meters from crossing of turnout laid from Ch: 314.00. For better	same shall not be possible.
	maintenance clearance between SRJ and crossing to be taken	
	as minimum one rail length (13m) and desirable three rail length	
	(39m) & follow the recommendation of IRPWM.	
8	From the details of curve no. 1 of proposed line, its seems that	Survey has been done many

	taken point at Ch: 120.00 is laying on transition of curve, needs	times for the same, and due to
	to be review. $7^{\circ}$ curve is objectionable, it should be flatter, with	the boundary constraint of the
	throughout provision of check rails and speed should not more	Bandha Mines, the same is not
	than 15 kmph & follow the recommendation of IRPWM.	possible. Railway Board permits
		curves upto 10 degrees. Also as
		there is another loop line
		coming for the THDC at Katni
		end, the space constraint is
		there.
		Still, the curve has been relaxed
		to 6.5 degrees.
9	Hard copy in white sheet in A1 size for field verification is	Agreed
	required before finalization of proposed ESP.	
10	Un-manned LC should not allow.	Agreed
11	Road approach should be shown in ESP.	Will be shown before
		finalization.
L		

Remarks from S&T department are as under:

- 1. Feasible at site from S&T Side.
- 2. S&T estimate for signaling movement & FIOS connectivity will be submitted after the finalization of ESP.

EMMRL Remarks- Agreed

Mechanical :

1. Mechanical Facilities required at site

EMMRL Remarks - Required facilities will be provided by EMMRL on its own for the siding as per extant Railway Board Rules.