GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2013/W-1/TP/ME

New Delhi, dated: 19.06.2013

General Manager,
METRO Railway,
Kolkata.

Chief Engineer,
METRO Railway,
Kolkata.

Chief Administrative Officers/Const.,
All Indian Railways.

Managing Director,
Kolkata Metro Rail Corporation Ltd.,
HRBC Complex, KMRCL Bhawan,
2nd & 3rd Floor, Munshi Premchand Sarani,
Kolkata - 700021.

Principal Chief Engineers,
All Indian Railways.

Chief Managing Director,
Rail Vikas Nigam Limited,
Plot No. 25, First Floor,
August Kranti Bhawan,
Bhairavi Cama Place,
R.K. Puram, New Delhi - 110066.

Director General,
RDSO,
Manak Nagar,
Lucknow – 226011.

Sub: Inspection Note of Shri Subodh Jain, Member Engineering, Railway Board during his visit to METRO Railway on 8th June, 2013 (No. INN-01/2013 dated 14.06.2013).

Enclosed please find a copy of Inspection Notes of Shri Subodh Jain, Member Engineering, Railway Board on the above subject for information and necessary action. Please send the compliance report on the Inspection Notes to this office through E-Mail as well as hard copy.

DA: As Above

(Anjum Pervez)
Executive Director / Proj.M.
Railway Board
E-Mail-edw@rb.railnet.gov.in

Copy to:-
PS/MR, EDPG/MR, PS/MSR(A), PS/MSR(K)
CRB, FC, MT, MM, MS, ML, Secretary/RB.
EDCE(P), EDCE(B&S)-I, EDCE(B&S)-II, EDCE(G), EDTK(M), EDTK (M/C),
EDTK(P), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(W), ED(WP), OSD/ME.

Copy forwarded to:-
DW-I, DW-II, JD(WP)
DDs & SOs of W-I & W-II.
**INSPECTION NOTES OF SHRI SUBODH JAIN, MEMBER ENGINEERING, RAILWAY BOARD**  
**DURING HIS VISIT TO METRO RAILWAY ON 08.06.2013**

<table>
<thead>
<tr>
<th>Officers attended:</th>
<th>GM/Metro Railway, CMD/RVNL, MD/KMRCL, CE/Metro Railway and their group of officers.</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMD/RVNL</td>
<td>It was discussed to explore other alternatives also near Taratala ROB to provide columns of metro viaduct in front of the Mint / KoPT area within the ROW of Diamond Harbour Road.</td>
</tr>
<tr>
<td>MD/KMRCL</td>
<td>Shri H.K. Sharma, Managing Director/KMRCL explained the details with present position of East West Corridor. It was discussed that issues related to funding, feasibility of construction, state support and restructuring of company are being finalized, till than no financial commitments be made.</td>
</tr>
<tr>
<td>GM/Metro Railway</td>
<td>Electronic lubricator be used in Metro Railway for curve lubrication as manual greasing is not going to serve the purpose. Grease will be burnt just after passage of few trains. Details of trial done in Lonavala ghat section may be collected by Metro Railway. Vendor's list for electronic lubricator suitable for Metro Railway may be obtained from RDSO.</td>
</tr>
<tr>
<td>CE/Metro Railway</td>
<td></td>
</tr>
<tr>
<td>ED/TMM/ RDSO</td>
<td></td>
</tr>
<tr>
<td>GM/Metro Railway</td>
<td>Oscillation trial by RDSO be done at appropriate speed to examine the feasibility of raising the speed from present 55 kmph to 65 kmph along with no speed restrictions at curves of 200m radius and also at the curves having insufficient / nil transition length since no freight train is running in metro section. Metro coaches are having superior suspension system and also work of TPWS is in progress and targeted to be completed by December 2013. More cant. deficiency be permitted with superior suspension system of metro coaches. If required, Metro Railway may ask for condonation from Railway Board.</td>
</tr>
<tr>
<td>ED/Track/RDSO</td>
<td></td>
</tr>
<tr>
<td>Adv./CE</td>
<td></td>
</tr>
<tr>
<td>ED/Track Mach/RB</td>
<td></td>
</tr>
<tr>
<td>ED/TMM/ RDSO</td>
<td></td>
</tr>
<tr>
<td>GM/Metro Railway</td>
<td>Metro Railway is facing the problem of heavy lateral and vertical wear on the sharper curves particularly 200m radius. Rail grinding is required to increase the life of rail. List of vendors to procure Rail grinding machine suitable for Metro Railway be finalized.</td>
</tr>
<tr>
<td>AM/Signal</td>
<td></td>
</tr>
<tr>
<td>ED/TMM/ RDSO</td>
<td></td>
</tr>
<tr>
<td>GM/Metro Railway</td>
<td>Trial be made with modification to avoid failure of axle counter on passage of push trolley / dip lorry.</td>
</tr>
<tr>
<td>CME/Metro Railway</td>
<td></td>
</tr>
<tr>
<td>GM/Metro Railway</td>
<td>At present Metro Railway is doing re-profiling of wheels at longer intervals requiring cut up to 18mm. Re-profiling of wheels at shorter interval may be examined.</td>
</tr>
<tr>
<td>Adv./IR</td>
<td></td>
</tr>
<tr>
<td>Foot plate was done from Kavi Subhas to Park Street by Train no.KD71. An award of ₹30,000/- was also declared for Station Managers, crew of train no.KD71 and Engineering staff / Supervisors for keeping the section clean and proper track maintenance.</td>
<td></td>
</tr>
</tbody>
</table>
Good work has been done at Noapara Station. Provision of Turbo Ventilator may be examined. Wind bracings as per approved drawing are yet to be provided on either side of three expansion joints and near gable end of the roof. Arrangement be made to complete the work early. A group award of ₹25,000/- was also declared in favour of staff and officers of Construction in appreciation of their good work done.

No. 2013/ME/INS. NOTE

Dt 14.06.2013

1) AM (CE), AM (Works), GM/Metro, CE/Metro Railway, CMD/RVNL, MD/KMRCL, DG/RDSO, Adv. (L&A), Adv. (Bridges), Adv./IR.

2) PCEs and CAO/Cs, All Indian Railways.

3) EDCE (P), EDCE (B&S)-I, EDCE (B&S)-II, EDCE (G), EDTK (M), EDTK (M/C), EDTK (P), ED (L&A)-I, ED (L&A)-II, ED (L&A)-III, ED (Works), ED(PM), ED (WP), OSD/ME.

4) Copy to: - PS/MR, EDPG/MR, PS/MSR (M), PS/MSR (B), CRB, FC, MT, MM, MS, ML, Secretary, Railway Board.