



GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2021/EEM/148/3/ACTM-Part(9) E-3430744

New Delhi, Dt. 18.05.2023

The General Manager
All Indian Railways including Metro Railway/Kolkata, CORE/Prayagraj, ICF/Chennai,
CLW/Chittaranjan, RCF/Kapurthala, MCF/Raebareli, DLW/Varanasi, RWF/Bangalore

The Chief Administrative Officer,
DMW/Patiala, RWP/Bela

Director General,
RDSO/ Lucknow and NAIR, Vadodara.

Chief Commissioner of Railway Safety, Lucknow.
CRS/ Northern Circle/ Central Circle/ Eastern Circle/ Southern Circle/ South Central Circle/ South
Eastern Circle/ Western Circle.

Commissioner of Metro Railway Safety/Delhi

Director General/Director,
IRIEEN, Nasik and Indian Railway Centre for Advance Maintenance Technology, Gwalior

Chairman & Managing Director,
RVNL, DFCCIL, MRVC, IRCON, RITES, PGCIL, New Delhi.

Sub: Advance Correction Slip No. 2 to Railway Manual of AC traction (ACTM) Vol. II Part II Appendix-I Para 18.12 with regard to arrangement of traction mast on abutments of bridges and level crossings.

Please find enclosed herewith the Advance Correction slip No. 2 (Modification/Revisions) in Railways Manual of AC Traction (ACTM) Vol. II Part II Appendix-I Para 18.12 with regard to arrangement of traction mast on abutments of bridges and level crossings for your information and necessary action.

2. Earlier ACS no. 34 to ACTM Vol. II Part II Appendix-I Para no. 18.11 was issued on 19.12.2022 may be treated as ACS no. 1 to ACTM Vol. II Part II November-2022.

This issues with the approval of Competent Authority.

(Nisha Manohar Patil) 18.05.23

Director Elect. Engg.(PS)

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Copy to : PPS to M/TRS, PPS to M/Infra, PPS to AM/Traction, PPS to AM/CE, PPS to AM/Signal, PED/Safety, PED/Vig, PEDEE(RS), PED/GS, EDGS(Elect), PEDEE(Dev.), EDCE(G), DEE(RS), DEF(G), Director(Safety), PCEE/All Zonal Railways & PUs, CAO/CORE/ALD, PED/TI/RDSO, RB(Library).

ACTM Correction slip no. 2 dated 18.05.2023

ACTM Para No.	Existing Para	Modified Para
Para No. 18.12 Appendix-I of ACTM Vol. II Part-II November-2022	Mast should be located sufficiently far away from level crossing and back of abutments of bridges. The distance between the mast and the end of the level crossing/abutment shall not normally be less than 10m. the distance between the mast and the end of the abutment may be reduced to minimum 5m by PCEE on case specific basis after getting approval of CBE subject to the following conditions: i. The reduction of distance upto 5m shall result in avoidance of OHE masts over the pier of the bridge. ii. The mast at abutment shall carry single cantilever assembly and must not be used for ATD provision or anti creep anchor. iii. The implantation of OHE mast may be suitably increased as per site condition. iv. Cost of strengthening the approaches due to this modification to be borne by Electrical Department.	Mast should be located sufficiently far away from level crossing and back of abutments of bridges. The distance between the mast and the end of the level crossing/abutment shall not normally be less than 10m. The distance between the mast and the end of level crossing may be further reduced by PCEE on case specific basis who may prescribe any special precaution as may be considered necessary. The distance between the mast and the end of the abutment may be reduced to minimum 5m by PCEE on case specific basis after getting approval of CBE subject to the following conditions: i. The reduction of distance upto 5m shall result in avoidance of OHE masts over the pier of the bridge. ii. The mast at abutment shall carry single cantilever assembly and must not be used for ATD provision or anti creep anchor. iii. The implantation of OHE mast may be suitably increased as per site condition. iv. Cost of strengthening the approaches due to this modification to be borne by Electrical Department.