GUARD FILE 1988 Pt. II

(1)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

New Delhi, dt. 29-6-88.

No. 88/CEDO/ORI/14

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Opening of Lalabazar and Jamira Section of Northeast Frontier Railway for carrying of passenger traffic.

With reference to your endorsement No. RS.10-T(7)/88 dated 09-5-88, I am directed to confirm the action of CRS, Northeastern Circle, Gorakhpur in authorising the opening of the above section for the public carriage of passengers as per his letter No. 158/720/I/Opening/P.T. dated 06-5-88.

(Arimardan Singh)
for Secretary, Railway Board.

DA/Nil

New Delhi, dt. 29-6-88.

No. 88/CEDO/ORI/14

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, Northeastern Circle, Gorakhpur with reference to his letter No. 158/720/I/opening/P.T. dated 06-5-88.

2. The General Manager, N.F. Railway, Maligaon, Guwahati-11 with the request that the suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

(2)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं0 80/सीईडीओ/ओ आरआई/14 नयी दिल्ली, दिनांक 29-6-80

मुख्य रेल संरक्षा आयुक्त,
पूर्वोत्तर रेलवे कार्यालय कमांडेड,
आशोक मार्ग, लखनऊ ।
महोदय,

विषय :- पूर्वोत्तर-सीमा रेलवे के लालबाजार और आमिरा गंज को यात्री यातायात खोलने के लिए खोलना ।

आपके 9-5-80 के पृष्ठांकन सं0 आर एस10-टी(7)/80 के संदर्भ में मुझे रे0आयुक्त पूर्वोत्तर क्षेत्र गोरखपुर की अपने 6-5-80 के पत्र सं0 158/720/1/ओपीनंग/पी टी द्वारा उपर्युक्त गंज को यात्रियों की सार्वजनिक ढुलाई के लिए खोलने को प्रमाणित करने की कार्रवाई की सूचित करने का निदेश हुआ है ।

संलग्न: कुछ नहीं ।

(अरिमर्दन सिंह)
उपसचिव, रेलवे बोर्ड ।

सं0 80/सीईडीओ/ओ आई आई/14 नयी दिल्ली, दिनांक 29-6-1980

प्रतिलिपि निम्नलिखित को सूचनार्थ प्रेषित :-

1. रेल संरक्षा आयुक्त, पूर्वोत्तर क्षेत्र, गोरखपुर को उनके 6-5-80 के पत्र सं0 158/720/1/ओपीनंग/पी टी के संदर्भ में ।
2. महाप्रबन्धक, पूर्वोत्तर-सीमा रेलवे, मालीगांव, गुवाहाटी-11 को इस अनुरोध सहित कि उपर्युक्त लाइन को चालू करने से पूर्व रिपोर्ट में उल्लिखित रे0सं0आ0 की सिफारिशों तथा सुझावों पर उपयुक्त कार्रवाई की जाए तथा तत्पश्चात रे0सं0आ0 को निरीक्षित किया जाये जिसकी सूचना निचली प्रतिलिपि में बोर्ड को भी दें । यह भी अनुरोध है कि जैसे ही उपर्युक्त गंज यात्री यातायात के लिए चालू किया जाये उसकी तारीख सूचित करें । उपर्युक्त गंज के सूचकांक नक्शे तथा गंज की एक फेरो कापी भी इस कार्यालय को भेजें ।

(अरिमर्दन सिंह)
उपसचिव, रेलवे बोर्ड ।

(3)

No. 88/CEDO/SR/5 22nd June th 88.

To

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Subject : Movement of 'BOXN' wagons on Malda Town to New Gauhati B.G. section of N.F. Railway.

Reference : Your Endorsement No. NS. 17-2(1)/82-Vol. V dated 1-2-88, and CRS letter No. 1126/257/11 dated 10-12-87.

Commissioner of Railway Safety vide his above quoted letter has recommended the running of 'BOXN' wagons at a maximum speed of 50 kmph on account of deficiency in track ballast but it is seen from the safety certificate that these wagons have been cleared for running at a maximum speed of 60 kmph on Malda Town to New Gauhati B.G. section of N.F. Railway.

In this connection it is relevent to mention that 'BOX' and 'BCX' wagons are already running at a maximum speed of 65 kmph on the above section. It is therefore requested that you may like to reexamine the case and send your considered recommendations if considered necessary.

Youre faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA/Nil.

(4)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * * *

No. 88/CEDO/SR/8 New Delhi, dt. 21-6-88.

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Running of WAG 6A, WAG 6B and WAG 6C electric locomotives on the entire BG electrified sections on S.E. Railway Waltair Division for haulage of freight traffic.

With reference to your application No. G/LOCO/WAG 6A dated 15-4-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of WAG 6A, WAG 6B and WAG 6C AC electric locomotives to RDSO's Drg. No. SK. EL-3998 (Alt.a), SK.EL-3999(Alt.a) and SK.EL-4000 (Alt.a) respectively having an axle load of 20.5t at a provisional maximum speed of 65 kmph on the entire BG electrified sections of Waltair Division of your railway. The sanction is subject to observance of all permanent and temporary/restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/ stipulations mentioned in joint safety certificate No. 5/88, RDSO's provisional speed certificate and all other certificates accompanying your application referred to above. It is noted that the results of oscillation and other trials on these locos are still awaited.

speed

The sanction for condonation of infringements to WAG 6A, WAG 6B, and WAG 6C has been conveyed under this office letter of even number dated 19-2-88.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

New Delhi, dt. 21-6-88.

No. 88/CEDO/SR/8

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS.17-T(3)/82 dated 17-5-88.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 82 dated 21-4-88.
3. The Director Standards (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(5)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 88/CEDO/BS/1 New Delhi, dt. 21-6-88.

The General Manager,
Western Railway,
Headquarters Office,
Churchgate,
Bombay - 400 020.

Sub: SBI-BTD Section - Replacing 8 x 900 mm rail cluster Bridge No. 39 by standard 2 x 2300 mm R/2 x 100 mm RCC Slab top in Morsiya Yard - Relaxation of clauses 4.8 & 4.9 of Bridge Sub-structure Code.

Ref: Your office letter No. W.65/27/162 dated 10/2/88.

With reference to your above quoted letter sent through Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction continuance of the existing negative clearance of 640 mm and a negative free board of 125mm while rebuilding the Bridge No. 39, in accordance with Plan No. CE(W) 11672-DRM/8-D, in relaxation of the stipulation of clause 4.8 & 4.9 of Bridge Sub-structure Code.

The measures required to be taken by the site staff to ensure safety of railway operations, when the water level exceeds the danger level (which may happen frequently), should be clearly spelt out.

(A.K. Mehrotra)
Executive Director Civil Engineering(B&S),
Railway Board.

DA/Nil.

No. 88/CEDO/BS/1 New Delhi, dt. 21-6-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his Endorsement No. RS. 18-T(8)/84-I dated 25-5-88.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No. 251 dated 9-5-88.

(A.K. Mehrotra)
for Secretary, Railway Board.

(6)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

* * *

No. 88/CEDO/SM/1 New Delhi, dt. 20.6.88.

The General Managers,
All Indian Railways.

Subject: System Maps.

The M/O Railways desire that 20 copies of the System Maps of your Railway System (BG, MG and NG) corrected upto 31st March '88 may please be supplied to this office showing clearly the information as required under Board's letter No. 85/WDO/SM/1 dated 07-05-85. The Maps should also show the Divisional Jurisdiction in different colours. It may please be ensured that the information in respect of route Kilometres and running Track Kilometres to be shown on the System Maps tallies with the Kilometres Statement No. 8 being furnished by your Railway to the Secretary (Statistics), Railway Board for printing in Indian Railways Annual Book of Statistical Statements and proforma 'D' in the Final Works Programme Vol. III, Track Renewal.

Fifteen copies of the Public Time Table Maps of your Railway (Ten plain and Five showing Divisional Jurisdiction and State Boundaries in different colours) may be sent to this office. The required number of System Maps as well as the Time Table Maps may be sent to this office not later than 31st July, 1988.

The receipt of this letter may please be acknowledge.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

DA/Nil.

(7)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं0 88 /सी ई डी ओ /स्ट एम /। नयी दिल्ली, दिनांक 20.6.1988

महाप्रबन्धक,
सभी भारतीय रेलें ।

विषय :- प्रणाली नक्शे ।

रेल मंत्रालय चाहता है कि 31 मार्च, 88 तक संशोधित किये गये आपकी रेल प्रणाली (बड़ी लाइन, मीटर लाइन और छोटी लाइन) के प्रणाली नक्शे कृपया इस कार्यालय में सफाई कर दें जिनमें बोर्ड के 21.05.85 के पत्र सं0 85/डब्ल्यू डी ओ/स्ट एम/। के अन्तर्गत यथापेक्षित सूचना स्पष्ट रूप से दी गयी हो । नक्शों में मण्डल क्षेत्राधिकार भी अलग-अलग रंगों में दिखाये जायें । कृपया यह सुनिश्चित करें कि प्रणाली नक्शों पर दिखाये जाने वाले मार्ग किलोमीटरों और पथ रेलपथ किलोमीटर के संबन्ध में सूचना आपकी रेलवे द्वारा सांख्यकीय विवरणों को भारतीय रेल वार्षिक पुस्तक के लिए सचिव (सांख्यकी), रेलवे बोर्ड को भेजे गये किलोमीटर विवरण सं0 8 तथा अन्तिम निर्माण-कार्य कार्यक्रम वाल्यूम III, रेल पथ नवीकरण में प्रोफार्मा " डी" से मेल खाते हों ।

आपकी रेलवे के जन समय सारिणी नक्शों की 15 प्रतियां (10 तादे काग़ज़ों में और पांच में विभिन्न रंगों में मण्डल क्षेत्राधिकार और राज्य सीमाएं दिखायी गयी हों) इस कार्यालय में भेज दें । प्रणाली नक्शे और समय सारिणी नक्शे अपेक्षित संख्या में भेज दें जिससे कि वे 31 जुलाई, 1988 तक इस कार्यालय में पहुंच जायें ।

कृपया इस पत्र की पावती दें ।

(अरिमर्दन सिंह)
संयुक्त निदेशक सिविल इंजीनियरी (सा0)
रेलवे बोर्ड ।

(8)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 87/CEDO/SR/22 New Delhi, dt. 17/24-6-88.

The General Manager (Works),
South Central Railway,
Secunderabad.

Sub: Running of Mobile Flash Butt Welding Machine 'K-355' over South Central Railway.

With reference to your application No. W.501/1/33/Vol.I dated 29-1-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the regular running of mobile flash butt welding machine K-355 A.T, manufactured by Plasser India Ltd. with a maximum axle load of 11.5t (RDSO schematic diagram No. EDO/T-2129) on the following BG sections at a maximum speed shown against each for track maintenance services.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations as indicated in Commissioner of Railway Safety, South Central Circle letter No. 6/SC/19 dated 3-2-88, Joint Safety Certificate No. E-193-BG and all other certificates accompanying your application referred to above. The Railway administration may seperately approach Commissioner of Railway Safety for increasing the speed at a later date subject to the experience being gained in the mean time.

It will be necessary that on the first run on each of the section, the PWI and TXR of the concerned section accompany to satisfy and certify about the safety of its movement at specified speeds.

Sr. No.	Section	Maximum speed in kmph	
		When running in train formation	on its own power.
1	2	3	4
1.	Balharshah - Kazipet - Vijayawada	40	50
2.	Vijayawada - Gudur - Renigunta	40	50
3.	Vijayawada - Kottapalem	40	50
4.	Kazipet - Secunderabad - Hyderabad	40	50
5.	Hyderabad - Wadi	40	50
6.	Wadi - Guntakal - Renigunta	40	50
7.	Pune - Miraj - Kolhapur	40	50
8.	Gooty - Dharmavaram	40	50
9.	Guntur - Krishnacanal		

P.T.O.

(9)

2		3	
10.	Vijayawada - Gudivada - Bhimavaram	40	50
11.	Nidadavolu - Narsapur	40	50
12.	Gudivada - Machilipatanam	40	50
13.	Samalkot - Kakinada Port	40	50
14.	Guntur - Tenali	40	50
15.	Tenali - Repalle	40	50
16.	Vikarabad - Parlivaijnath	40	50
17.	Dornakal - Bhadrachellam Road	40	50
18.	Karepalli - Singareni Collieries	40	50
19.	Bibinagar - Nalgonda	40	50
20.	Hospet - Guntakal	40	50
21.	Renigunta - Tirupati	30	30
22.	Toranagallu - Ranjitpura		

The Ministry of Railways also sanction the infringements to item No. 2(ii), 16, 18(i) of Chapter IV A of the BG Metric Schedule of Dimensions (1973) involved in the running of above Mobile Flash Butt Welding Machine as detailed in Form-XI accompanying your letter referred to above.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

New Delhi, dt. 17-6-88.

No. 87/CEDO/SR/22

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway office compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol. VI dated 3-2-88.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad, with refer nce to his letter No. 6/SC/10 dated 3-2-88.

3. The Director General , RDSO, Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(10)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

* * *

No. 87/CRDO/SR/21 New Delhi, dt. 17-6-88.

The General Manager(Works),
South Central Railway,
Secunderabad.

Sub: Running of WDM-7 branch line diesel electric locomotive on B.G. section of Guntakal Division.

With reference to your application No. W/438/1/7 dated 15-2-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WDM-7 Diesel Electric Locomotive having 16.0t axle load to RDSO's sketch No. DL-3934 (Alt. Nil) at a maximum speed of 65 kmph shown against Renigunta - Guntakal, Guntakal - Wadi, Guntakal-Hospet and Gooty - Dharmavaram section in the Joint Safety Certificate No. E-192-BG. For hauling passenger trains the max. speed will, however, be limited to 55 kmph for a period of one year. During this period the railway will observe the behaviour of these locos in working goods trains at 65 kmph. The increase in speed of these locos to 65 kmph for hauling passenger trains will be considered by CRS on receipt of your railway's report on the behaviour of these locos in working goods trains at 65 kmph. In case it is not possible to gain experience with regard to riding qualities of these locos at speed up to 65 kmph with goods trains for a period of one year, the Railway will monitor the riding qualities of WDM7 locos with a portable accelerometer placed in the locomotives hauling passenger trains at speed upto 55 kmph. The monitoring should be carried out at monthly intervals for a period of 3 months. The result of monitored runs duly analysed as per guide line laid by RDSO may be submitted by the railway to CRS for obtaining sanction for increasing the speed of passenger trains hauled by WDM 7 loco from 55 kmph to 65 kmph in two stages.

The sanction is subject to speedometers in the locomotives being maintained in good working order inrespective of whether it is used for goods or passenger services. If the speedmeters are not in good working order, the maximum speed will be limited to 55 kmph. The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and as given in the working time table. The sanction is further subject to the other conditions/stipulations laid down in your joint Safety Certificate and all other certificates accompanying your letter referred to above. The first run on each of the section should be escorted by TXRS/PWIs of the concerned section.

(11)

The sanction for condonation of infringements to clause 11(ii), 12 of Chapter-IV C and maximum moving dimensions of 1929 as shwon in Diagram No. 1A and others of BG Metric Schedule of Dimensions (1973) involved in the running of WDM 7 diesal electric locomotive has already been conveyed under this office letter No. 87/WDO/SR/5.

(Arjandan Singh)
Director Civil Engineering (G)
Railway Board.

No. 87/CEDO/SR/21 New Delhi, dt. 17-6-88.

1. Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-I(4)/82 dated 15-3-88 and his further remarks dated 20-4-88 on the forwarding letter during his recent visit to Board's office.

2. The Commissioner of Railway Safety, 7, Seshadri Road, Gandhi Nagar, Bangalore with reference to his letter No. 6/SC/22 dated 24-2-88.

S.C. Circle,

3. The Director General, R.D.S.O., Lucknow. Oscilation trials may be conducted by RDSO to assess the extent to which lateral stability of track is affected.

(Arjandan Singh)
for Secretary, Railway Board.

O.T.S

(12)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

* * *

New Delhi, dt. 16-6-88.

No. 88/CEDO/SR/14

The General Manager,
Eastern Railway,
Calcutta.

Sub: Despatch of 140t BG diesel hydraulic BD crane as per RDSO's sketch No. CR-748 with match truck and a seperate ballast carrier ex. Jessop's Works at Dum Dum to Mughalsarai.

With reference to your application No. W.591/8/2/Vol.II/704 dated 14-3-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the saction of Ministry of Railways is hereby communicated to the infringement of item No.11(ii) of Chapter-IV 'C' of the BG Metric Schedule of Dimensions(1973) involved in the movement of 140t BG diesel hydraulic BD Crane as per RDSO's sketch No. CR-748.

The sanction for single movement of the above 140t BG diesel crane may be issued by your Railway as per/policy circular No. 6 issued under Board's letter No. 73/WDO/SR/9/0 dated 8-6-80.

∠ para 2.6.1 of

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

New Delhi, dt. 16-6-88.

No. 88/CEDO/SR/14
Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(5)/82 dated 4-4-88.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 1056/1020/Policy/88 dated 16-3-88.

3. The Director Standards (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(13)

No. 88/CEDO/BS/1. 16 - 6 - 88.

To

The Chief Engineer (Con.),
Central Railway,
New Administrative Office Building,
Dadabhai Nacroji Road,
Bombay - 400 001.

Sub:- Existing 1/610 mm. ballastless slab to be extended as 1/610 mm.ballastless slab @ Bridge No.799/1 in the context of Polapathar - Dhodramalar-Berhatpur doubling - Condonation of Free Board.

Please refer this office letter of even number dated 30-3-88 and expedite the reply.

DA/Onr.

(D.N.Machiwal)
for Executive Director Civil Engineering,
Railway Board.

(14)

Issue Ref 30/3/88

5 no 4

No. 88/CEDO/BS/1. 30 - 3 - 1988.

To

The Chief Engineer (Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Existing 1/610 mm. ballastless slab to be extended as 1/610 mm. ballastless slab @ Bridge No.799/1 in the context of Polapathar - Dhodromohar - Barbatpur doubling - Condonation of Free Board.

Ref:- Your office letter No.EW.223/W26/HR dated 25.2.88.

Please refer your office letter quoted above, regarding the condonation of the less Free Board of 175 mm; as against 1000 mm required as per Sub Structure Code on the above mentioned bridge.

To enable this office to consider the issue, you are requested to please furnish the clearance and the Free Board attaining on the existing bridge and its approaches and also the past history of Flood Damages around this bridge, if any.

(A.K.Mehrotra)
Joint Director Civil Engineering (B&S),
Railway Board.

(15)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

New Delhi, dt. 16-6-88.

No. 88/CEDO/SR/16

The Director General (Civil),
R.D.S.O.,
Lucknow.

Sub: Movement of 2895 mm(9'-6") high ISO container on BG system condonation of infringements.

With reference to your application No. CT/CONTN/BG/MG dated 22-2-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the following infringements to the BG Metric Schedule of Dimensions (1973) involved in the design of 2438 mm (8'-0") wide x 2895 mm(9'-6") high ISO containers loaded centrally on BFKI flat as shown in RDSO's drawing No. CONTR-8717-S/1 Alt.1 and Annexure-I accompanying your application referred to above.

Sl. No.	Item in Schedule	Description	Dimensions as per schedule.(mm)	Actual Dimensions (mm)
1.	Profile for maximum moving dimensions of 1929 as shown in diagram No.1A and others.	i) Max. height above rail level at sides.	3505 from RL(increasing gradually to 4115 mm at centre.	4134 (increasing side slop by 514 mm above 3650mm height from RL)
		ii) Max. height above Rail level at centre.	4115	4164

The sanction for condonation of infringements is subject to the conditions that these containers will move only as an ODC as per extant rules applicable to movement of ODCs. All instructions regarding ODC movement shall be strictly followed and adequate precautions taken. The type of ODC shall however be decided by the concerned Zonal Railways depending upon the -

P.T.O.

(16)

clearances available en-route. In stations yards, on non-electrified sections, the containers will only be allowed to move on non-platform lines.

A suitable clause to this effect will be inserted by RDSO in the speed certificate to be issued by them.

(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/16 New Delhi, dt. 16-6-88.

Copy forwarded to the Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 18-T(7)/84 dt. 25-2-88.

(Arimardan Singh)
for Secretary, Railway Board.

(17)

No.88/CEDO/CMS/IR/1 June th 88.

The General Manager,
Southern Railway,
Park Town,
Madras.

Sub: Inspection report on Southern Railway (Bangalore and Mysore Divisions)(Madras Division) for the year ending 31st March 1988 in part-I and II.

Please refere to this office letter of even number dated 29-2-88 (copy enclosed fore ready reference) and expedite your reply.

(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

DA/One.

(B)

5/10.2

88/CEDO/CRS/IR/1

29/2/1988

To

The General Manager,
Southern Railway,
Park Town
Madras - 600 003.

Sub: Inspection Report on Southern Railway (Bangalore and Mysore Divisions)(Madras Division) for the year ending 31st March 1988 in Part-I and II.

A copy each of the above noted Inspection Report of Part-I and Part - II of CRS, Southern Circle, Bangalore on the above noted subject received in this office through Chief Commissioner of Railway Safety Lucknow, under his letter No. RS. 14-T(3)/82 dated 9-2-88, is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by CRS/Southern Circle, Bangalore on the above cited reports may please be furnished to CRS direct under advice to this office at an early date. Your remarks may please be furnished in juxta-position in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA:One(Attached)

(19)

No. 88/CEDO/CRE/IR/16 June th 88.

The General Manager,
N.F. Railway,
Maligaon,
Guwahati.

Sub: Inspection Report for the year ending 31st March, 88 by Shri S.C. Gupta, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur.

A copy of the Inspection Report of Commissioner of Railway Safety, N.E. Circle, Gorakhpur received through Chief Commissioner of Railway Safety Lucknow under his letter No. RS.14-2(3)/84 dated 17th May, 88 is enclosed.

The Ministry of Railways desire that the action taken on various observations/suggestions made by Commissioner of Railway Safety, N.E. Circle, Gorakhpur in the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

DA/One Inspection report.

(Arisardan Singh)
Director Civil Engineering (G),
Railway Board.

(20)

No. 88/GEMO/CRE/IR/2 June th 88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway
(Asansol and Danapur Divisions) for
the year ending 31-3-88 - Part.-I.

Please refer to this office letter of even number dated 29-2-88 (copy enclosed for ready reference) and expedite your reply.

(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

DA/One

Jowe 107/29/2/88

(21)

5/102

No. 88/CRDO/CRS/IR/2 Feb. 29 th 88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway (Asansol and Danapur Division) for the year ending 31st March, 1988 - Part - I.

A copy of the above noted inspection report of CRS, Eastern Circle, Calcutta on the above noted subject received through Chief Commissioner of Railway Safety Lucknow on this office under his letter No. RS. 14-T(1)/84 dated 09-02-1988 is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner ofRailway Safety, Eastern Circle, Calcutta on the above noted report may please be furnished to CRS, direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

D&F One(attached).

(22)

31.05.1988

No.81/WDO/ODC/1 May 24th 88.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Sanction of over dimensioned consignments.

Ref: Your letter No. W/341/34/Drg. dated 12-10-87.

A photo copy of letter No. 81/NB-1/400/1 dated 11-3-82 is enclosed herewith for your reference and use in your office.

Sd/-
(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

DA/As above.

(23)

S. No. 3

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

....

No.81/EB-1/400/1 New Delhi, dated ~~February~~ 11-3-, 1982.

The General Manager (Operating)
All Indian Railways.

Sub: Speedier sanction and movement of ODCs.

...

The Board have been receiving complaints about delay in the issue of sanctions and movement of ODCs especially in respect of heavier type of well wagons. It has accordingly been decided that for 'A' and 'B' class of ODCs, the loading Railway should give sanction for the entire route of the movement of the ODC including its movement over other Zonal Railways. For this purpose Railways have already been directed vide this office d.o. letter No. 81/WDO/ODC/5 dated 22.1.1982 addressed to the Chief Engineers of all Indian Railways, to prepare booklets indicating limiting profiles in respect of routes on which ODCs ply on their system. Railways have been advised to ensure that the booklets are exchanged early to enable the new system to come into force w.e.f. 1.4.1982.

2. In this revised procedure, the loading railway, on receipt of the application from the consignor, will examine the drawings of the consignment with respect to the limiting structures over its own routes, and routes of other Railways over which the ODC is to move. If the consignment is likely to remain within 'A'/'B' class of ODC over the entire route, sanction shall be given for the entire route. A copy of this sanction along with the relevant drawings etc. will be sent promptly to the concerned Railways over which the consignment is due to move.

3. The concerned Railways, on receiving a message in respect of sanction by the loading Railway over their systems, shall check up the correctness of the sanction and if any ommission is found in the sanction, it would promptly be brought to the notice of the loading Railway, so that the loading of the consignment is held back.

4. The loading Railway would go ahead with the loading of the consignment, unless they receive any specific objections from any of the Zonal Railways over which the consignment is due to move. After loading, the Railway shall issue movement instructions over its own system indicating sizes, wagon number etc. and a copy would be marked to COPS' of concerned Zonal Railways over which the consignment is due to move.

5. The other concerned Railways on receiving such instructions; will examine the sizes etc. of the consignment and issue detailed instructions for movement of the consignment on their own system.

6. For 'B' class consignments, Railways on receipt of the wagon carrying the consignment must compare sizes (through their TXRs) at the interchange points with the sizes etc. mentioned in the movement instructions and allow movement over their systems when the sizes, on ground, are as indicated in the movement instructions. It is clarified that although the loading Railway would issue sanction in respect of movement of the consignment over other Zonal Railways, the final responsibility for the safe movement of the consignment would lie on the respective Railways on their own Zonal systems. It is necessary, therefore, that when sanction is issued by another Railway, the concerned Railway over which the consignment is to move must verify the sizes/drawings etc. vis-a-vis their own limiting structures before issue of movement instructions over their systems and allowing movement of that ODC on their system.

7. Any new works etc. which may lead to change in the size of the limiting structures on any of the routes indicated in the diagrams must be brought immediately to the notice of all Zonal Railways in the form of an amendment to the existing drawings. Since the booklets of other Zonal Railways will be kept in the COPS' office, the amendment also should be issued by the COPS' office, although the draft would be provided by the Chief Engineers just as the booklets will be prepared by the Chief Engineer's office. As far as possible, any temporary changes must be avoided.

8. The diagrams will be revalidated before expiry of every six months for which a meeting shall be held on the first of April and first of October, where the concerned officials dealing with the clearance of ODCs and checking up of drawings will communicate the changes over their system due to any new works etc. and also discuss any problems that they may be having in respect of issuing sanctions. The meeting shall be held by rotation on each Zonal Railway for this purpose.

9. The Railways will not give clearance in respect of other Railways for movement over electrified sections where the gross clearance between the consignment and the contact wire is less than 390 mm i.e. wherever restriction of speed/switching off of OHE is involved. In such a situation i.e. where the clearance is less than 390 mm, prior clearance would be required from concerned Railways before the loading Railway issues sanction for the movement of the ODC.

10. As mentioned above, the revised procedure shall come into force from 1.4.1982.

11. Special care should be taken in issue of sanctions wherever change of gauge is involved from BG to MG. If on MG the consignment changes its class of ODC from A/B to 'C', then prior clearance would be required from the concerned Zonal Railways before issue of sanction. Any doubts should be got clarified on phone with the other Railways before the final sanction is issued. No risk should be taken with safety, but keeping that in view the sanction and movement of ODCs' must be expedited.

O/C R P Singh

(R.P.Singh)
Director Traffic Transportation
Railway Board

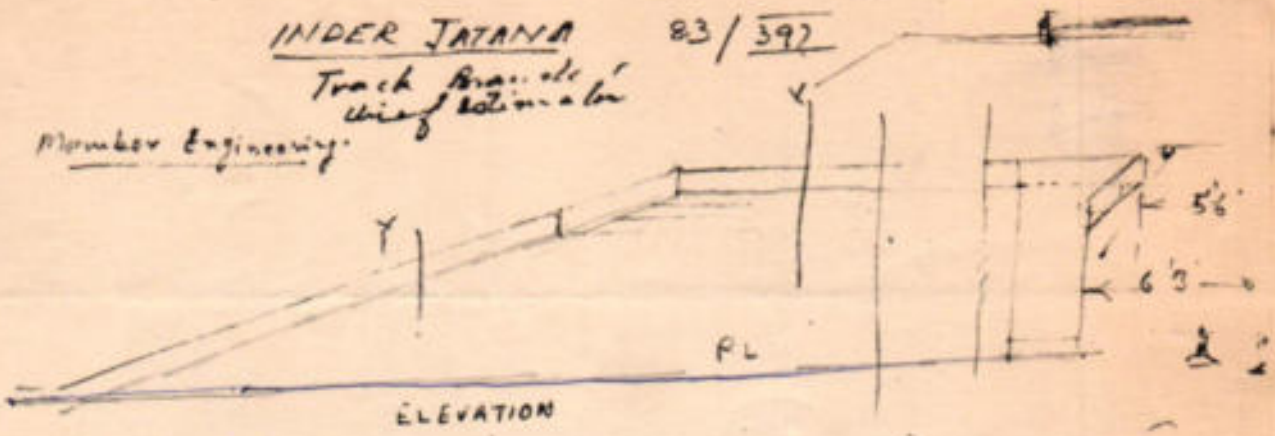
DA/NIL 11/3/82

Copy to - TTI Railway Bds.

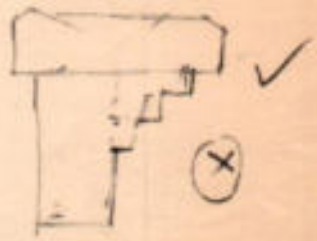
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Track Branch of Chief Engineer

Member Engineering

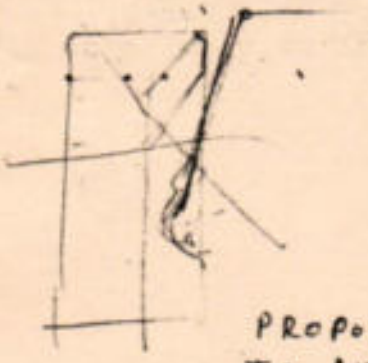


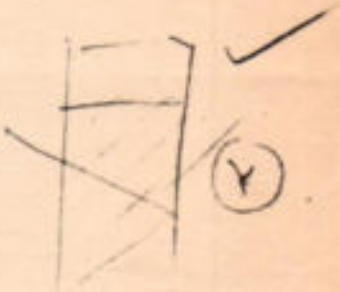
ELEVATION





PLAN





PROPOSED PLAN OF PLATFORM RAMP TO AVOID STRIKING THE FLAP DOORS OF CONCRED ~~WAGONS~~

(27)

No.85/WDO/SE/Misc. May 26 th 88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Board's condonation to the infringement of gradient in Station yard of KD Haslong at Khelari Station.

Ref: Your letter No. CE/Con/W/193/Pt.II dated 2-5-88.

As desired please find enclosed herewith a photo copy of this office letter No. 80/WDO/SE/11 dt. 16-7-80.

(D.N. Machiwal)
for Executive Director Civil Engineering,
Railway Board.

DA/As above.

(28)

May th 88.

No.88/CEDO/CRE/IR/15

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection of Vikarabad - Parli Vaijnath section of Secunderabad (BG) division.

Please refer to the above Inspection Report (Copy enclosed) of Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No. 12/SC/4 dated 21-4-88 and forwarded by Chief Commissioner of Railway Safety, Lucknow under his letter No. RS. 14-T(1)/88 dated 2-5-88.

The Board desire that the action taken on various observations/suggestions made in the above cited report may please be furnished direct to the Commissioner of Railway Safety, South Central Circle, Secunderabad under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may please be acknowledged.

DA/As above.

(Arjandan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(29)

25-05-1988

No.86/WDO/SR/8 May 25 th 88.

The General Manager (T),
South Central Railway,
Secunderabad.

Sub: Removal of infringements to 'X' Class moving dimensions on the Broad Gauge.

Ref: Your letter Nos (i) W.469/Genl/INF dt. 11-11-86 and (ii) T.194/T/Vol.II dated 17-3-87.

Please refer to this office letter of even number dated 24-10-86 followed by reminders dated 11-2-87 and 19-6-87. The information has not so far been received from your railway inspite of repeated reminders.

It is therefore requested that the required information in the prescribed proforma 'A' & 'B' may please be sent to this office without any further delay.

(Arjandan Singh)
Director Civil Engineering(G),
Railway Board.

(30)

25-05-1988

No. 86/WDO/EN/8 May 25 th 88.

The General Manager,
Central Railway,
Bombay V.T.

Sub: Removal of infringements to 'X' class moving dimensions on Broad Gauge.

Please refer to this office letter of even number dated 24-10-86 (copy enclosed for ready reference) followed by reminders dated 11-2-87 and 19-6-87. The information has not so far been received from your railway inspite of repeated reminders.

It is therefore requested that the required information in the prescribed proforma 'A' & 'B' may please be sent to this office without any further delay.

(Arjandas Singh)
Director Civil Engineering (G),
Railway Board.

DA/As above.

(31)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 87/WDO/SR/14 New Delhi, dt. 25-5-88.

The General Manager,
South Eastern Railway,
Calcutta.

Sub: Movement of special bogie tank wagon for transportation of phosphoric acid on entire BG system of S.E. Railway.

With reference to your application No. G/Tank Wagon/Pt. 5 dt. 3-11-87 sent through the Chief Commissioner of Railway Safety, Lucknow; the Ministry of Railways sanction the running of M/s GPCL's bogie phosphoric acid tank wagon having an axle load of 20.32t to RDSO's drawing No. WD-84064-S-91 (Alt. 3) at a maximum permissible speed of 55 kmph on all the BG sections of your railway.

The sanction is subject to observance to all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in Technical pamphlet No. G-77 on 'Emergency handling of phosphoric acid during rail transportation' issued by RDSO, in your joint Safety certificate No. 11/87, and in all other certificates accompanying your application referred to above. It may also be ensured that the provisions made in Technical pamphlet No. G-77 are meticulously followed and the concerned Railway staff are fully conversant with these provisions.

The infringement to item No. 13(b) Chapter - IV'A' of BG Metric Schedule of Dimensions (1973) as shown in Form - XI accompanying your application referred to above has already been condoned under this office letter No. 80/WDO/SR/21 dated 22-8-80.

(Arimardan Singh),
Joint Director Civil Engineering (G),
Railway Board.

New Delhi, dt. 25-5-88.

No. 87/WDO/SR/14

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow w.r.t. his endorsement No. RS. 17-T(1)/82 Vol. V(E) dated 19-11-87. RDSO have issued Technical pamphlet No. G-77 on Emergency handling of phosphoric acid during rail transportation vide their letter No. MW/CS/GPCL dated 5.1.88.
2. The Commissioner of Railway Safety, South Eastern Circle, Calcutta, w.r.t. his letter No. 765/250/2-36 dated 4-11-87.
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(32)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 88/CEDO/SR/14

New Delhi, dt. 25-5-88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: 140 tonnes Diesel Hydraulic Brake Down Cranes fitted with Match Truck converted from BWL wagon.

With reference to your application No..W.552/15/Vol.II dated 10-2-88, sent through the Chief Commissioner of Railway Safety, Lucknow Ministry of Railways sanction the running of 140 tonnes diesel hydraulic brake down crane manufactured by Gottwald, GMBH, West Germany as per RDSO's sketch No. 1 WDH 140 CR(Alt. 5)fitted with BWL wagon converted as match truck for the crane and a four wheeler open wagon to carry the Counter weight (the crane and the converted match truck as shown in RDSO's sketch No. CR-751 (Alt.1) with a maximum axle load of 19.5t for match truck and 20t for the crane) on the following sections at a maximum speed indicated against each section subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time :-

Sl. No.	Section	Max. permissible speed (in kmph) of 140t B.G. Diesel hydraulic B.D. crane as per RDSO's sketch No. CR-751 (Alt. 1)	
		When attached to a train	during operation at site. When travelling on its own power with or without load as indicated in sketch. (RDSO sketch No. CR-751 (Alt.1) and Wheel load as per sketch LD/SK/612 & 613
(1)	(2)	(3)	(4)
1.	Howrah - Barddhaman (via M.L./Chord line)	40	5 kmph
2.	Barddhaman - Sitarampur (via M.L.)	40	

P.T.O.

(1)	(2)	(3)	(4)
3.	Sitarampur - Mughalserai (via ML and GC)	40	5 Kmph
4.	Khana - Kiul (via SBG Loop)	40	
5.	Gomoh - Gonnagar (via Barkakana)	30	
6.	Garwa Road - Chopan	30	
7.	Jamalpur - Tildanga (via Barharwa)	40	
8.	Tildanga - Chamagram	30	
9.	Rampurdumra - Barauni	40	
10.	Khana - Barharwa	40	
11.	Kiul - Gaya	25	

The sanction is further subject to the conditions/stipulations made in your joint safety certificate No. 5/88 and all other certificates accompanying your letter referred to above. It is however noted that running of these cranes without match truck has already been permitted vide this office letter No. 86/CDO/SR/17 dated 24-12-86.

The Ministry of Railways also sanction the infringement to item No. 11(ii) of Chapter- IV'C' of the BG Metric Schedule of Dimensions (1973) as detailed in Form XI accompanying your appli-/referred to above.

Location

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SR/14

New Delhi, dt. 25-5-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-2(5)/82 dated 14-3-88.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 1023/3613/88 dated 2-3-88.
3. The Director Standards (M.P.), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(34)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 87/WDO/SR/14

New Delhi, dt. 25-5-88.

The General Manager,
Central Railway,
Bombay.

Sub: Sanction for running of M/s Godavari Fertilisers and Chemicals Ltd. (GFCL)'s Phosphoric Acid (54% concentrated) B.G. special bogie tank wagons on various B.G. section over Central Railway(in empty as well as in loaded conditions).

With reference to your application No. T.607/M.4/WY/BR dated 6-10-87 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the running of M/s GFCL's Bogie Phosphoric Acid Tank wagon having an axle load of 20.32t to RDSO's Drg.No. WD-84064-S-01 (Alt. 3) on the following B.G. sections at a maximum permissible speed as shown against each section :-

Sl. No.	Section	Maximum speed in Kmph
1.	Manmad to Tuglakabad (via BSL-ET-BPL-BIN-JHS-GWL-AGC &NTJ)	65
2.	Pune to Wadi (via DD-KWV & SUR)	65
3.	Itarsi to Balharshah (via AMF-NGP & WR)	65
4.	Itarsi to Naini (via JBP-KTE-CTA & MGP)	65
5.	Jhansi - Juhi (Kanpur)	65
6.	Jhansi - Manikpur	65
7.	Bhimsen - Kheirar	30
8.	Ait - Kunch	65
9.	Bina - Katni	65
10.	Katni/New Katni Junction - Singrauli	65
11.	Bhusawal - Badnera - Wardha	45
12.	Chaliagaon - Dhule	65
13.	Manmad - Daund	40
14.	Karjat - Khopoli	65
15.	Diva - Vasai Road	65
16.	Diva - Panvel - Apta - Pen	45
17.	Panvel - Uran	65
18.	Vadala Road - Mahim Chord/Kurla/Trombay-Mankhurd	25
19.	Tadali-Ghugus	25
20.	Majri - Rajur	55
21.	Amla - Paraasia	65
22.	Bombay - Karjat	65
23.	Bombay - Kasara	15
24.	Raja-ki-mandi - Agra City	15
25.	Belaganj - Tunnel to Station	65
26.	Agra Cantt. - Idgah/Jamuna Bridge (Central Railway portion)	

P.T.O.

(35)

The sanction is subject to observance to all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in Technical pamphlet No. G-77 on "Emergency handling of phosphoric acide during rail transportation" issued by RDSO, in your Joint Safety Certificate No. W. 23/87 B.G. and in all other certificates accompanying your application referred to above. It may also be ensured that the provisions made in Technical pamphlet No.G-77 are meticulously followed and the concerned railway staff are fully conversant with these provisions.

3. The infringement to item 13 (b) of Chapter-IV 'A' of B.G. Metric Schedule of Dimensions (1973) as shown in Form - XI accompaying your application referred to above has already been condoned under this office letter No. 80/WDO/SR/21 dated 21/22-8-80.

(Arimarden Singh)
Joint Director Civil Engineering (G),
Railway Board.

No. 87/WDO/SR/14

New Delhi, dt. 25-5-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol. V(B) dated 19-11-87. RDSO have issued Technical pamphlet No.G-77 on Emergency handling of phosphoric acid during rail transportation vide their letter No. MW/CS/GFCL dated 5-1-88.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bldg. Annexe, Maharshi Karve Road, Bombay's letter No. 1205 dated 7-10-87.

3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimarden Singh)
for Secretary, Railway Board.

(36)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * *

No. 87/WDO/SR/14 New Delhi, dt. 25-5-88.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Running of ACID TANK wagon over South Central Railway (BG System)

With reference to your application No. W/469/84/TW dated 15-2-88 sent through the Chief Commissioner of Railway Safety Lucknow the Ministry of Railways sanction the running of M/s GFCL's bogie phosphoric Acid tank wagon having an axle load of 20.32t to RDSO's Drg. No. WD-84064-S-01 (Alt. 3) on the following BG section at a maximum permissible speed as shown against each section :-

Sl. No.	Section	Maximum speed in kmph
1.	Balharshah - Vijayawada	65
2.	Vijayawada - Gudur	65
3.	Gudur - Tirupati	50
4.	Vijayawada - Kottapalem	65
5.	Kazipet - Secunderabad - Wadi	65
6.	Wadi - Guntakal - Renigunta	65
7.	Secunderabad - Hyderabad - Begumpet	65
8.	Vikarabad - Parli - Vaijnath	50
9.	Bibinagar - Nalgonda	65
10.	Tormakal - Bhadrachalam Road	50
11.	Kazipalli - Singareni Collieries	50
12.	Guntakal - Hospet	50
13.	Vijayawada - Machilipatnam	65
14.	Krishna Canal - Guntur - Tenali	65
15.	Tenali - Napalle	30
16.	Samalkot - Kakinada Port	65
17.	Gudivada - Narsapur	65
18.	Nidadavolu - Bhimavaram	65
19.	Bhimavaram - Geeny	65
20.	Pune - Miraj - Kolhapur	50
21.	Tondiarpalli - Ranipettai	25

P.T.O.

The sanction is subject to observance to all permanent and temporary spe d restrictions in force and/or those that may be imposed from time time. It is further subject to observance of all other conditions/stipulations made in Technical pamphlet No. G-77 on "Emergency handling of phosphoric acid during rail transporation" issued by RDSO, in your Joint Safety Certificate No. W.125-B.G. and in all other certificates accompanying your application referred to above. It may also be ensured that the provisions made in Technical pamphlet No. G-77 are meticulously followed and the concerned Railway Staff are fully conversant with these provisions.

The infringement to item 13 (b) of Chapter-IV'A' of B.G. Metric Schedule of Dimensions (1973) as shown in Form - XI accompanying your application referred to above has already been condoned under this Office letter No. 80/WDO/SR/2[illegible] dated 20/22-8-80.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

No. 87/WDO SR/14 New Delhi, dt. 25-5-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17- T(1)/-82 Vol. VI dated 15-3-88. RDSO have issued Technical pamphlet No. G-77 on Emergency handling of phosphoric acid during rail transportation vide their letter No. MW/CS/GPCL dated 5-1-88.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad, with reference to his letter No. 6/3C/22 dated 23-2-88.

3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(38)

20-05-1988

No.84/WDO/SD/19 May 20th 88.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Correction of existing gradients - Rear end - collision between No. 102 Down 'Kathgodam - Kasganj Passenger' and runaway coaches between Kathgodam - Bhojipura Jn. N.G. section of North Eastern Railway on 20th April, 1982.

Please refer to this office letter of even number dated 29-11-84 (copy enclosed for ready reference) and subsequent reminder dated 7-11-86. The reply may please be expedited without any further delay.

(D.N. Machiwal)
for Executive Director Civil Engineering,
Railway Board.

DA/As above.

(39)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

...

No. 88/CEDO/TK/1 New Delhi, dt.19-5-88.

The General Managers,
All Indian Railways.

Sub: Track Diagrams.

The Board desire that Four Copies of Track Diagrams of your Railway System (BG, MG and NG) corrected upto 31-3-88 with Traffic Density (GMT) marked therein may please be supplied to this office.

It may be ensured that the copies should be neat, properly coloured, readable and presentable to the Ministers and Board Members for reference purposes. These copies should reach this office positively by 15th June, 1988.

Please acknowledge the receipt of this letter.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

DA/Nil

(40)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88/CEDO/ORI/10. New Delhi, Dated 11-5-1988.

To

The Chief Commissioner of Railway Safety,
N.E.Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Subject:- Opening of Khirpur - Shahbad Markanda stations on the Delhi-Ambala section of the Northern Railway.

With reference to your Endorsement No.RS.10-T(4)/88 dated 19/4/88, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No. 4/61/J/CPG/PT dated 14/4/88.

yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA:-Nil.

No. 88/CEDO/ORI/10. New Delhi, Dated 11-5-1988.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.4/61/J/CPG/PT dated 14/4/88.

2) The General Manager, Northern Railway, Baroda House New Delhi, with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under/to this office in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as when the same is commissioned to passenger traffic. One ferro copy each of the Index plan and section may also be sent to this office.

/ advice

3) The General Manager, Northern Railway, Headquarters Office, Kashmere Gate, Delhi - 110 006 with reference to his letter No. 101-W/15/Plan/W-I dated 23-12-87.

(Arimardan Singh)
for Secretary, Railway Board.

(41)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * * *

No. 82/WDO/SD/23 New Delhi, dt. 10-5-88.

The Chief Project Manager,
Railway Electrification,
Kota - 324 002.

Sub: Gangapur City - Ratlam Electrification -
Location of signal structures in Kota -
Nagda section at less than 2.36m implantation.

Ref: Your letter No. GR/RE/S&T/14/1 Vol. I dated
25-2-88.

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their administrative approval for adoption of setting distances varying from 2230 mm to 2350 mm for 14 colour light signals in between tracks on Kota - Nagda (Excl.) section as detailed in the Annexure accompanying your letter referred to above.

As already advised in this office letter No. 82/WDO/SD/12 dated 18-6-82, a list of all locations where Colour Light Signals are finally located with a setting distance of less than 2.36m may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of Colour Light Signals (though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce "12'-0" wide stock is considered.)

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(42)

J.s. Mundrey,
Executive Director Civil Engineering.

10-05-1988

New Delhi.
May 10 th 88.

D.O. No. 85/WDO/SD/12

My dear Gupta,

sub: Review of B.G. schedule.

Ref: Your office letter No. CT/MS/SD/BG dated 23/25-7-86, 6/18-2-87 and 9/13-4-87.

Kindly refer to this office D.O. of even number dated 17-3-88 (copy enclosed for ready reference) followed by reminder dated 6-4-88. I shall be thankful if you could arrange to send the reply at an early date.

With best wishes,

Yours sincerely,

(J.s. Mundrey)

DA/As above.

Shri M.L. Gupta,
Director Standards (Civil),
R.D.S.O.,
Lucknow.

(43)

J.S. Mundrey,
Executive Director Civil Engineering.

Space for general file

09-05-1988

New Delhi.

D.O. No. 87/WDO/SD/6

May 9th 1988.

My dear Koppikar,

Sub: Introduction of wider coaching stock 12' wide on B.G. system of Indian Railways.

Ref: Your office letter No. L.531.WY.BR.VI dated 23-11-87.

As this office file No. 87/WDO/SD/6 dealing with introduction of 12'-0" wide coaching stock on Delhi - Jhansi route is not readily traceable in this office, I shall be thankful if you would kindly arrange to send a photocopy each of all the correspondence (including the letter quoted in the reference) that has taken place between Board's office and your railway at an early date.

With best wishes,

Yours sincerely,

(J.S. MUNDREY)

Shri G.S. Koppikar,
Chief Engineer,
Central Railway,
Bombay.

(44)

6-05-1988

No.85/WDO/BR/1

May 6 th 1988.

The Director General (Civil),
R.D.S.O.,
Lucknow.

Sub: Design of bottom discharge coal hopper wagon type 'BOBR' - sanction for infringement.

Ref: Your application No. CE/DG/LW/BOBR dated 11/16-7-1986.

Please refer to this office letter of even number dated 30-3-88 copy enclosed for ready reference. As the case for condonation of infringements in the design of BOBR wagon is required to be put up to the Board immediately, the fresh application for condonation of infringements as requested may please be sent through CCRS/Lucknow without any further delay.

This may please be treated as most immediate.

(J.S. Mundrey)
Executive Director Civil Engineering,
Railway Board.

DA/As above.

J.B. Mundrey,
Executive Director Civil Engineering.

(45)

Spare for general file

New Delhi.
May 5th 88.
05-05-1988

D.O. No. 87/WDO/SD/6

My dear Anand,

Sub: Introduction of wider coaching stock 12'-0" wide on B.G. system of Indian Railways.

Ref: Your office D.O. No. 841-W/9/Pt. I dt.17-8-87.

- - -

As this office file No. 87/WDO/SD/6 dealing with introduction of 12'-0" wide coaching stock on Delhi-Jhansi route is not readily traceable in this office, I shall be thankful if you would kindly arrange to send a photo copy each of all the correspondence (including the letter quoted in the reference) that has taken place between Board's office and your railway at an early date.

With best wishes,

Yours sincerely,

(J.B. Mundrey)

Shri Y.P. Anand,
Chief Engineer,
Northern Railway,
New Delhi.

(46)

02-05-1988

No. 88/CEDO/CRS/IR/13 May 2nd ~~April 4th~~ 88.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection of Wadi-Secunderabad and Kazipet - Secunderabad sections of Secunderabad Division of South Central Railway - Part.IV.

Please refer to the above Inspection Report (Copy enclosed) of Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No. 12/SC/4 dated 30-3-1988 forwarded by the Chief Commissioner of Railway Safety, Lucknow, under his letter No. RS. 14-T(1)/88 dated 13-4-88.

The Board desire that the action taken on various observations/suggestions made in the above cited report may please be furnished direct to the Commissioner of Railway Safety, South Central Circle, Secunderabad under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may please be acknowledged.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

DA/As above.

02-05-1988 (47)

No. 88/CEDO/CRS/IR/14 May 2nd ~~April~~ 88.

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003.

Sub: Inspection Report - Southern Railway. Madras Division by Commissioner of Railway Safety, Southern Circle, Bangalore - Part. VI - Villupuram to Madras Egmore - 159 kms.

Please refer to the above Inspection Report (Copy enclosed) of Commissioner of Railway Safety, Southern Circle, Bangalore's letter No. 156 dated 25-3-88 and forwarded by the Chief Commissioner of Railway Safety, Lucknow, under his letter No. RS. 14-T(3)/82 dated 13-4-88.

The Board desire that the action taken on various observations/suggestions made in the above cited report may please be furnished direct to the Commissioner of Railway Safety, Southern Circle, Bangalore under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may please be acknowledged.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(48)

No. 84/WDO/GKI/2. -5-88

To

The General Manager (W),
Northeast Frontier Railway,
Maligaon,
Gauhati - 11.

Sub:- Inspection Report of CRS/GKP prior to opening of New Broad Gauge Line from New Bongaigaon to Guwahati/New Guwahati on Northeast Frontier Railway.

Ref:- Your office letter No.W/168/CRS/BG/83-84/W-7 dated 30th March,1988.

Please refer to para 14(c) of the compliance report enclosed with your above quoted letter. It is seen that you have issued suitable instructions on the subject. A copy of the instructions issued may please be sent to this office immediately.

It may also be advised for information of this office as to what suitable means have been provided for communication between the station masters of two adjacent stations.

(S.K.Khanna)
Executive Director (Safety)
Railway Board.

DA:-One.

(49)

No. 88/CEDO/PR/1. -5-88.

To

The Chief Engineer (Construction),
Northeast Frontirt Railway,
Maligaon,
Guwahati - 11.

subject:- Relaxation for vertical clearance for proposed Bridge No.RM/9 on the proposed double line MLDT - BKI section.

References:- Your office letter No.W/29/Con/MLDT dated 25/4/88.

All applications for condonation of infringements are required to be routed through Commissioner of Railway safety/ Chief Commissioner of Railway safety. It is therefore requested that your above quoted application may be sent to this office duly routed through Commissioner of Railway safety/Chief Commissioner of Railway safety alongwith the necessary drawings and prescribed Form-XI for condonation of infringements.

It is however noted that prescribed Form-XI has not been enclosed with your above application which may invariably endorsed while sending the application through Commissioner of Railway safety/Chief Commissioner of Railway safety.

(A.K.Mehrotra)
Executive Director Civil Engineering (B&S),
Railway Board.

DA:-One(attached).

(50)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
* * * * * *

No. 83/WDO/RO/1/0

New Delhi, dt. 29-4-83.

To

The General Managers,
All Indian Railways.

Sub: Temporary bridging during temporary restoration of traffic in emergencies - Sanction of Commissioner of Railway Safety.

A question has been raised whether Commissioner of Railway Safety's sanction is required before opening to traffic temporary restoration of a breached line with temporary bridging. The matter has been examined in the light of provisions contained in Section 21 of the Indian Railways Act, the practice in vogue on various Railways, views of the Railway Administrations and Chief Commissioner of Railway Safety. Ministry of Railways have decided as under :-

i) Commissioner of Railway Safety's prior sanction before restoration of traffic will not be required in the following cases :-

(a) where the interruption to traffic is less than a week ; or

(b) where temporary bridging has been carried out according to standard plan already sanctioned by the Commissioner of Railway Safety.

In both the above cases the Safety Certificate will have to be issued by the Railway Servant in charge of the works and a notice of the opening of the line/diversion shall be sent as soon as possible to the Commissioner of Railway Safety in accordance with the provisions of Section 21 of the Indian Railways Act.

ii) Commissioner of Railway Safety's sanction will be required before any temporary bridging is commissioned, in cases where duration of interruption is more than one week and temporary bridging used is not in accordance with the standard plans sanctioned by Commissioner of Railway Safety.

P.T.O.

(82)

(51)

The Railway should take action to have standard plans for temporary bridging, such as Calender Hamilton spans, pile bridging temporary girders on sleepers or Cement Concrete Cribs, etc. approved from Commissioner of Railway Safety for use in case of emergencies.

(J.S. Mundrey)
Executive Director Civil Engineering,
Railway Board.

No. 83/WDO/RO/1/0 New Delhi, dt. 29-4-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS.1-T(1)/75 dated 27-10-83 and 14-2-88 with 25 spare copies.

(J.S. Mundrey)
for Secretary, Railway Board.

(52)

No. 85/WDO/ORI/17. 26 - 4 - 1988.

To

The General Manager,
South Central Railway,
Headquarters Office,
Works (Construction) Branch,
Secunderabad.

Sub:- Krishna Bridge (44 x 18 M span) and Parvati Katti Nallah (14 x 18.3 + 2 x 45.7 M span) on Almatti Main diversion in Gadag-Sholapur Section - Increasing Permissible Wind Speed 50 Kmph for allowing trains on Bridges.

Ref:- Your Office letter No.W.Con.347/H/18/Vol.II dated 2/2/88 and 4/4/88.

In order to enable this office to consider the increase in the Wind Velocity from 50 Kmph to 68 Kmph for controlling Signalling arrangements as requested vide your letter No.W.Con/347/H/18/Vol.II dated 27/2/87, it is desired that you may approach Director General, R.D.S.O., Lucknow alongwith the relevant detailed data you might have collected by now and obtain the considered opinion of RDSO on the limited Wind Velocity at Krishna Bridge (44 x 18 M span) and Parvati Katti Nallah (14 x 18.3 + 2 x 45.7 M span). Your Railway should also make out calculations in consultation with RDSO regarding the Wind Velocity at which the overturning of carriages would take place.

Since all the factual position on the subject will now be available with you, it is necessary that you may route the application for increase in Wind Velocity through Commissioner of Railway Safety, Southern Circle, Bangalore and Chief Commissioner of Railway Safety, Lucknow for consideration in this office.

(Arimardan Singh)
Joint Director Civil Engineering (C),
Railway Board.

(53)

No. 88/CEDO/CRS/IR/8 April 26th 88.

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003.

Sub: Inspection Report on Southern Railway (Madras Division) for the year ending 31st March, 88 - Part.IV.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, Southern Circle, Bangalore on the above noted subject received in this office through Chief Commissioner of Railway Safety, Lucknow is sent herewith.

The Ministry of Railways desire that the action taken on the various observations/suggestions made by the Commissioner of Railway Safety, Southern Circle, Bangalore on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may please be acknowledged.

sd/-

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA/One Inspection Report.

(54)

26-04-1988

No. 73/WDO/SD/8 April 26 th 88.

The Director General,
R.D.S.O.,
Lucknow.

Sub: Final recommendations of the Committee of Directors, Chief Engineers and ACRS's on the review of Track Standards (B.G.)- Amendments to Schedule of Dimensions B.G.

Ref: Your letter No. CT/MS/SD/BG dt.22/23-6-76.

A Correction Slip to BG Schedule of Dimensions to cover Board's orders on Recommendations Nos. 35, 36, 39 and 40 of the Committee of Directors, Chief Engineers and ACRSs in their report titled 'REVIEW OF TRACK STANDARDS - B.G.' was sent to this office under your letter quoted above. On issue of the Indian Railways P. Way Manual 1985 edition, it is however felt that the correction suggested against the various items of the B.G. Schedule now appear in the P. Way Manual and therefore no correction to the Schedule is considered necessary. Whenever the need arises, the item relating to track should always be referred from the P.Way Manual and not from the Schedule.

2. The Ministry of Railways, therefore, desire that keeping in view Recommendations Nos. 35, 36, 39 and 40 of the 'Review of Track Standards - B.G.' and the P. Way Manual 1985 edition, the views of this office expressed in para 1 above may please be confirmed and the suggestion for deletion of the relevant items from BG Schedule sent at an early date, alongwith the proposed correction slip.

(55)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

25-04-88

No. 88/CEDO/SD/3

New Delhi, dt. 25-4-88.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Line capacity works on coal carrying route - Facilities on Ratlam - Dahod, Nagda - Ratlam and Ruthiyai - Maksi section.

With reference to your letter No. WNC.635/4/9/3 dated 22-2-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the grade infringement of 1 in 200 to item 2(b) of Chapter-II of B.G. Metric Schedule of Dimensions (1973) involved in providing additional loop with spur at Bordi station on Ratlam - Dahod section as shown in Annexure-I on the reverse and CE's drawing No. CE(S&C) 13895/F-LCW/R1/2 accompanying your letter referred to above.

The sanction is subject to the condition that Railway should take adequate precautions to avoid accidents and that the station working Rules of Bordi station should include provision for blocking back of section between Bordi and Anas whenever shunting is being performed on Up main line, being a non-isolated line.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SD/3

New Delhi, dt. 25-4-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No. RS. 18-T(8)/84 dated 14-3-88.

2. The Commissioner of Railway Safety, Western Circle, M.K. Road, Bombay 400 020 with reference to his letter No. 221/105 dated 26-2-88.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Location Distance or section	Kilometres	Name of the structures which infringe	Prescribed maximum & minimum dimensions Chapter & Item No.	Maximum & Minimum	Existing actual Dimensions.
1.	Bordi	551.90	Up loop line takes off from main line on stooper grade of 1 in 200	Chapter-II para 2(b)	1 in 400	1 in 200

(57)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
*****

No. 88/CEDO/SR/15

New Delhi, dt 22-4-88.

The General Manager (Works),
South Central Railway,
Secunderabad - 500 371 (A.P.)

Sub: Regular Running of 260 tonnes carrying capacity 24 axle B.G. Special wagon of BHEL over Renigunta-Vijayawada - Balharshah and Vijayawada - Kottapalem B.G. sections of South Central Railway.

With reference to your application No. W/469/B/206/T Vol. III dated 19-1-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 24 axle special wagon 'KAVERI' of M/s BHEL Tiruchirapalli to RDSO's Drawing No. WD-81108-S-02 (Alt. 1) against each section. The maximum speed of this special wagon on turn outs, diamond crossings and curves sharper than 4° shall be restricted to 15 kmph.

S. No.	Section	Maximum speed in kmph		
		Empty	Loaded	
1.	Renigunta - Gudur	40	)	20 kmph except 47.7 m RBG span where restriction of 5 kmph shall be observed.
2.	Gudur - Vijayawada	40	)	
3.	Vijayawada - Kottapalem	40	)	
4.	Vijayawada - Balharshah	40	)	

The sanction is subject to observance of all permanent and temporary speed restrictions in force as per current working time table and/or those that may be imposed from time to time and compliance of special instructions indicated in Annexure 'A' to your Joint Safety Certificate No. W-122-BG and all other certificates accompanying your application referred to above. The sanction for ODC movement will however, be separately obtained by the railway from the competent authority each time whenever the Over Dimensional Consignment is required to be moved.

P.T.O.

(58)

It is noted from para 2.5 of RDSO's speed certificates that the wagon infringes item 16, 17, 20(b) and 21(b) of Chapter IV-'A' of B.G. Metric Schedule of Dimensions (1973) even in empty condition. Considering the infringements to B.G. Schedule, the empty wagon is exactly similar to 24 axle special wagon shown in Drg. No. WD-80036-S-11 (Alt. Nil), the infringements for which have already been condoned under Board's letter No. 80/WDO/SR/25 dated 11-11-1980.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SR/15 New Delhi, dt 22-4-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T (1)/82 Vol. VI dated 14-3-88.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad, with reference to his letter No. 6/SC/19 dated 25-1-88.

3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(59)

No. 88/CEDO/CRS/IR/12 April 88.

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

sub: Inspection Report on South Eastern Railway (Waltair and Adra Division) for the year ending 31-3-1988 - Part III and IV.

Please refer to the above two Inspection Reports (Copy enclosed) of Commissioner of Railway safety, South Eastern Circle, Calcutta sent vide letter No. 1258/261/A/Pt. dated 17-3-88 and No. 1227/261/A/Pt. dated 17-3-88 and forwarded by The Chief Commissioner of Railway safety Lucknow, under his letter No. Rg. 14-T(4)/84 dated 4-4-88. The Ministry of Railways desire that the action taken on various observations/suggestions made in the above cited report may please be furnished direct to the Commissioner of Railway Safety, South Eastern Circle, Calcutta under advise to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may be acknowledged.

(Arjan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(60)

No. 88/CEDO/CRS/IR/10 April th 88.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection Report on South Central Railway (Guntakal Division) for the year ending 31st March, 88 of the section Guntakal - Cuddappah and Gudur - Renigunta - Part III.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, South Central Circle, Secunderabad on the above noted subject received through Chief Commissioner of Railway Safety, Lucknow under his letter No. RS.14-X(1)/88 dated 16th March, 1988, is sent herewith.

The Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety, South Central Circle, Secunderabad on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA/ One Inspection Report.

(61)

No. 88/CEDO/CRS/IR/9 April th 88.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Inspection Report of South Central Railway (Vijayawada Division) for the year ending 31st March, 88 of Rajahmundry-Duvvada and Rajahmundry - Narasapur Sections - Part II.

A copy of the Inspection Report of Commissioner of Railway Safety, South Central Circle, Secunderabad, received through Chief Commissioner of Railway Safety, Lucknow under his letter No. RS. 14-T(1)/88 dated 16th March, 88 is enclosed.

The Ministry of Railways desire that the action taken on various observations/suggestions made in his report by the Commissioner of Railway Safety, South Central Circle, Secunderabad may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

The receipt of this letter may please be acknowledged.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

DA/ ONE Inspection report.

(82)

21-04-1988

No. 86/WDO/ORI/14 April 21st 88.

To

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003.

Sub:- Opening of the new B.G. Up line between Krishnarajapuram and White field on Bangalore City - Jollarpettai section of Southern Railway, Bangalore Division for the Public Carriage of passengers.

Please refer endorsement No. 2 of this office letter of even number, dated 21-10-86 (Copy enclosed for ready reference) and subsequent reminder of dated 29-10-87 and expedite the reply.

(D.N. MACHIWAL)
FOR EXECUTIVE DIRECTOR CIVIL ENGINEERING,
RAILWAY BOARD

DA/One.

(63)

21-04-1988

No. 88/CEDO/CR:/IR/11 April 21 88.

To

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003

Sub: Inspection Report on Southern Railway (Palghat Division) for the year ending 31st March, 1988 Part-V.

A copy of the Inspection Report of Commissioner of Railway safety, Southern Circle, Bangalore received through Chief Commissioner of Railway Safety, Lucknow under his letter No. Rs.14-2(3)/82 dated 18-3-88 is enclosed.

The Ministry of Railways desire that the action taken on various observations/suggestions made by Commissioner of Railway safety, Southern Circle, Bangalore in the above cited report may please be furnished to Commissioner of Railway safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA/ One Inspection Report.

(64)

18-04-1988

No. 79/WDO/SD/20 April 18th 88.

The Asstt. Manager (Tech.),
Government of India Press,
Shimla - 4 (H.P.)

Sub: Payment of bills for printing dues.

Ref: Your letter No. L-15017/20/87-A-3/10490 dated 18-11-1987.

Please refer to your letter quoted above, and arrange to send duly attested three copies of bills No. 225/80-81 dated 8-4-81 and No. 482/80-81 dated 20-8-81 for Rupees 476-00 and Rs. 682-00 respectively to enable this office to arrange their payment.

A copy each of the above bills sent with your above quoted letter will be kept as a record.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(65)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88/CEDO/SD/2

New Delhi, dt. 18-4-88.

The General Manager,
Western Railway,
Station Building,
Railway pura P.O.,
AHMEDABAD - 380 002.

Sub: Increasing track capacity on Mehsana - Rewari and Ringus - Sikar - Churu sections for movement of additional cement traffic-providing additional loop at Bar .. condonation of grade infringements.

With reference to your application No. WC. 635/15 dated 19/20-1-88 sent through the Chief Commissioner of Railway Safety, Lucknow , the Ministry of Railways sanction grade infringement to item 2 of Chapter-II of M.G. Metric Schedule of Dimensions (1963) in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Annex.A and drawing No. CE/C/ADI/3661/F/BAR accompanying your letter referred to above.

The sanction is subject to observance of the following safety measures :-

1) Provision of a slip siding at the lower end and an improved catch siding at the higher end of the station.

2) Interlocking of slip and catch sidings with the block instruments in terms of the provisions of Railway Board's letter No. 72/W3/SG/CS/1 dated 31-7-80.

3) Normal setting of points to be for the catch and slip sidings.

4) Restrictions on shunting and observation of precautions while carrying out shunting in view of the steep falling gradient at Bar Station.

5) Prohibiting shunting in face of an approaching train.

P.T.O.

(66)

The above safety measures have been spelt out in detail in Annexure-A enclosed with your above quoted application. The sanction is also subject to the condition that the restrictions proposed by your railway in Annexure-A are clearly and prominently indicated in station working rules of Bar station after this station is remodelled.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SD/2 New Delhi, dt. 13-4-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS.18-T(8)/84 dated 22-2-88.

2. The Commissioner of Railway Safety, Western Rircle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Bombay-400 002 with reference to his letter No. 221/75 dt.11-2-88.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Kilo-Metres	Nature of infringement.	Prescribed Maximum and Minimum Chapter & item	Maximum and Minimum	Existing Gradients in yards.	Proposed grades as per plan	Amount of infringement.
1.	Km.369.00 to 370.27 on Ajmer-Abu Road Section.	Gradient in the yard.	Chapter-II Station Yards Item 2 of Schedule of Dimensions(MG)	Maximum gradient in Station yards - 1 in 400 unless safety devices are adopted and/or special rules enforced to prevent accidents in accordance with approved special instructions.	1) 1 in 150 2) 1 in 156 with a small stretch of level portion for 209 metres length near the station building.	Same as existing in previous Column.	Against the maximum permissible grade of 1 in 400. The following grades are proposed to be continued in the yard even after adding one more loop. 1) 1 in 150 2) 1 in 156

(67)

(68)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

.....

No. 82/WDO/SD/23 New Delhi, dt. 7-4-88.

18-04-1988

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub: Electrification of Ajni yard siding lines and Wardha yard in Nagpur-Bhusawal Section on 25 kV AC - Administrative approval for adoption of setting distance below 2.36 m for the OHE structures where 3660 mm (12 ft. 0 in.) wide stock is not expected to be run.

Ref: Your letter No. CPM/N/EL/T/28 dated 13-11-87 and 8.2.88.

In view of the position explained in your letters quoted above, the Ministry of Railways have examined the matter and accord their administrative approval for adoption of setting distances of less than 2.36 metres for implentation of 270 OHE structures (excl. those at item 16, 104 & 106) of Ajni yard siding line and Wardha Yard on Nagpur - Bhusawal section as detailed in the list Annexure-I and Appendix 'A' accompanying your letter referred to above. It is however noted that OHE structures at item 16, 104 & 106 have a setting distance of 2360 mm, 2436 mm and 2406 mm respectively which donot require approval.

As already advised in this office letter No. 82/WDO/SD/12 dated 18-6-82, a list of all locations where OHE structures are finally located with setting distance less than 2360 mm may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for Commissioning of OHE structures (Though a formal condonation for provision of such setting distances would only be needed if and when a proposal to introduce 12'-0" wide stock is considered).

(Arjundan Singh)
Jt. Director Civil Engineering(G),
Railway Board.

(69)

18-04-1988

No. 79/WDO/SD/20 April 18th 88.

The Asstt. Manager (Tech.),
Government of India Press,
Shimla - 4 (H.P.)

Sub: Payment of bills for printing dues.

Ref: Your letter No. L-15017/20/87-A-3/10490 dated 18-11-1987.

Please refer to your letter quoted above, and arrange to send duly attested three copies of bills No. 225/80-81 dated 8-4-81 and No. 482/80-81 dated 20-8-81 for Rupees 476.00 and Rs. 682.00 respectively to enable this office to arrange their payment.

A copy each of the above bills sent with your above quoted letter will be kept as a record.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(70)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/SD/1 New Delhi, dt. 15/18-4-88.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462 010.

Sub: Approval of infringements in connection with introduction of Electric Traction on Jhansi (Excl.) to Itarsi section of Central Railway.

With reference to your letter No. CPM/RE/BPL/T/25/499 dt. 15-3-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to seven signal structures on Bina - Bareth section to item 13(ii) C of Chapter-I of B.G. Metric Schedule of Dimensions (1973) involved in the above mentioned work as indicated in Annexure-'A' accompanying your letter referred to above.

This sanction is not application to running of 3660 mm (12'-0") wide EMU Stock.

(Arimardan Singh)
Jt. Director Civil Engineering(C),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 15/18-4-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his Endorsement No. RS. 18-T (2)/84 Vol.II dated 4-4-88.
2. The Commissioner of Railway Safety, Central Circle, Bombay 400 020 with reference to his letter No. 213 dated 17/21-3-88.

(Arimardan Singh)
for Secretary, Railway Board.

(71)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

.....

No. 87/WDO/SR/13 • New Delhi, dt. 15-4-88.

The General Manager (Engg.),
Central Railway,
Bombay.

Sub: Sanction for running of M/s GNFC's 'BTALN' type B.G. Liquied Ammonia Tank Wagon on various B.G. section of Central Railway.

With reference to your application No. T-607/M.4/WY/BR dated 5-10-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of Broad Gauge Bogie Ammonia Tank Wagons type 'BTALN' in empty and loaded condition to RDSO's drawing No. WD-84058-S/02 having an axle load of 20.32t on the following BG sections at a maximum permissible speed mentioned against each section subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/ stipulations laid down in your Joint Safety Certificate No. W/9/ 87 BG and other certificates accompanying your application referred to above.

Sr. No. (1)	Section (2)	Maximum permissible speed in kmph in empty and loaded condition. (3)
1.	Manmad-Tuglakabad (via BSL-ET-BPL-BIN-JHS-GWL-AGC-MTJ)	65
2.	Pune-Wadi (via DD-KWV-SUR)	65
3.	Itarsi-Balharshah (via AMF-NGP-WR)	65
4.	Itarsi-Naini (via JBP-KTE-STA-MKP)	65
5.	Jhansi-Juhi (Kanpur)	65
6.	Jhansi-Manikpur	65
7.	Bhimsen-Khairar	65
8.	Ait-Kunch (B.L.)	30
9.	Bina-Katni	65
10.	Katni/New Katni Junction-Singrauli	65
11.	Bhusawal-Badnera-Wardha	65
12.	Chalisgaon-Dhule (B.L.)	45
13.	Manmad-Daund	65

P.T.O.

1	2	3
		40
14.	Karjat-Khopoli (B.L.)	65
15.	Diva-Vasai Road (B.L.)	65
16.	Diva-Panvel-Apta-Pen (B.L.)	45
17.	Panvel-Uran (B.L.)	65
18.	Vadala Road-Mahim Chord/Kurla/Trombay/ Mankhurd	25
19.	Tadali-Ghugus (B.L.)	25
20.	Majari-Rajur (B.L.)	55
21.	Amla-Parasia (B.L.)	65
22.	Bombay-Karjat	65
23.	Bombay-Kasara	15
24.	Raja-ki-mandi - Agra City (B.L.)	15
25.	Belaganj Tunnel - Belaganj Station (C. Railway portion) (B.L.)	65
26.	Agra Cantt-Idgah/Jamuna Bridge (C. Railway portion) (B.L.)	

The sanction of infringement to item 13(b) of Chapter-IV(A) and profile of maximum moving dimensions of 1929 as detailed in Form-XI has already been conveyed under Board's letter No. 87/WDO/SR/1 dated 18-2-87.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

New Delhi, dt. 15-4-88.

No. 87/WDO/SR/13

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol.V(C) dt. 19-11-87.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 1200 dated 6-10-87.

3. M/s Godavari Fertilizers and Chemicals Ltd. Near E.Q. 6, Inner Harbour Area, Vishakhapatnam-35 with reference to their letter No. GFV/M(T)/64.1/ BTALN dt. 22-2-88.

4. The Director Standards (Wagon), R.D.S.O., Lucknow. This has reference to his letter No. HW/WT/BTAL dt. 25-2-88. The instructions circulated to Southern Railway under your letter No. MW/WT/BTAL dt. 16-2-88 may be sent to General Managers of all other Railways also for their information and necessary action. The maintenance manual for 'BTALN' wagon may also be finalised early and circulated to the Railways under advice to this office.

(Arimardan Singh)
for Secretary, Railway Board.

No. 88/CEDO/SE/12 April 15th 88.

The Director General (Civil),
R.D.S.O.,
Lucknow.

Sub: 8- Wheeler self propelled CHE inspection car, BG manufactured by M/s HEML/Bangalore- Condonation of infringements.

Ref: Your office letter No. CT/ DDL/ CHE/ CAR dated 30-3-1988.

In the subject heading of this office letter of even number dated 25-3-88, the name of the Firm has been inadvertently typed out as 'M/s HEML/Mangalore', which may please be corrected to read as 'M/s HEML/Bangalore'.

Similarly, the figure '2505 mm above R.L.' appearing in the last line under the column of 'Description' against Serial No. ii) may also be corrected to read as '3505 mm above R.L.'.

The receipt of this letter may please be acknowledged.

(D.N. Machiwal)
For Executive Director Civil Engineering,
Railway Board.

No. 88/CEDO/SE/12 New Delhi, dt. April 15th 88.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 19-I(2)/86 dated 10-2-88.

(D.N. Machiwal)
For Executive Director Civil Engineering,
Railway Board.

(74)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88/CEDO/SD/1 New Delhi, dt. 7-4-88.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Introduction of 25 KV AC Traction on Tupkadih-Talgaria Section - horizontal clearance to be adopted in OHE structures from centre line of track - condonation regarding.

With reference to your application No. CCRE/EL/94/14 Pt. V dated 22-2-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to two electrical structures No. 403/11 and 403/21 having a clearance of 2300 mm as against 2360 mm required as per item 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) as shown in Form-XI accompanying your letter referred to above.

This sanction is not applicable to running of 3660 mm (12'-0") wide EMU stock.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 7-4-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18.I(5)/84 dated 31st March 88.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 1201 dated 9-3-88.

(Arimardan Singh)
for Secretary, Railway Board.

Arimardan Singh,
Jt. Director Civil Engineering(G).

(75)

D.O. No. 85/WDO/SD/12

New Delhi.
Apr. 6th 88.

06-04-1988

Dear Shri Gupta,

Sub: Review of B.G. Schedule.

Ref: Your office letter No. CT/MS/SD/BG dated 23/25-7-86, 6/18-2-87 and 9/13-4-87.

Kindly refer to my D.O. of even number dated 17-3-88 a copy of which is enclosed herewith for your ready reference. I shall be grateful if you could arrange to send the reply at an early date.

With regards,

Yours sincerely,

(Arimardan Singh)

DA/As above.

Shri M.L. Gupta,
Director Standards (Civil),
R.D.S.O.,
Lucknow.

(76)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 88/CEDO/OLW/1 New Delhi, dt. 4-4-88.

The General Managers,
ALL Indian Railways.

Sub: i) New lines/Doublings/Conversions opened and lines restored during the year 87-88.

ii) Lines dismantled during 1987-88.

iii) New lines/Doublings/Conversions in progress as on 31st March' 88.

Reference in invited to this office letter No. 87/WDO/OLW/1 dated 26-5-87 in response to which this office was furnished with three copies of the statement and plans showing the works as mentioned in the subject noted above for the yaar 1986-87 under your reference mentioned below.

The Ministry of Railways desire that the information as mentioned at item i), ii) and iii) in the subject noted above may please be furnished for the year 1987-88 also at the earliest.

The receipt of this letter may pleasa be acknowledged.

(Arimardan Singh)
Jt. Director Civil Engineering(G),
Railway Board.

DA: NIL

1. Central Railway's letter No. EW.481.PR/10 dt.24/25-6-87.
2. Eastern Railway's letter No. CE/Con/W/16/Pt.III dt.27-5-87.
3. Northern Railway's letter No.90-W/W.Spl./Genl./Pt.IV dated 23/6/87.
4. North Eastern Railway's letter No. W/Con./286/5/Pt.I/W-2/2234 dated 1-7-87.
5. Northeastern Frontier Railway's letter No. W/260/0/Pt.IV/W-7 dated 21-7-87.
6. Southern Railway's letter No. W.347/1/Vol.IV/CN dt. 26-6-87.
7. South Central Railway's letter No. W.Con.387/61(Vol.II) dated 25-6-87.
8. South Eastern Railway's letter No. AD/Kilometrage/86-87 dated 10-9-87.
9. Western Railway's letter No. NC/4/5/5 dated 16-7-87.

(77)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD

No. 88 / CEDO / ORI / 1. New Delhi, Dated 4-4-1988.

To

The Chief Commissioner of Railway Safety,
N.E.Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub:- Opening of Up line (B.G.) between Murarpur and Sultanganj stations in Malda Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(3)/87 dated 04-1-1988, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.661/6/I/N/87 dated 20-10-87.

yours faithfully,

(Arimardan Singh)
for Secretary Railway Board.

DA:-Nil.

No.88 / CEDO / ORI / 1. New Delhi, Dated 4-4-1988.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road (12th Floor), Calcutta - 700 001 with reference to his letter No.661/6/I/N/87 dated 20-10-87

2) The General Manager, Eastern Railway, Calcutta with the request that suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in t report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One Ferro copy of the Index Plan a Section may also be sent to this office.

(Arimardan Singh)
for Secretary Railway Board.

DA:-Nil.

(78)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

.....

No. 88/WDO/BR/1 New Delhi, dt.4-4-88.

The General Managers,
All Indian Railways.

Sub: Major and Minor Bridges on Indian Railways as on 31-3-1988.

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31-3-1988 on your Railway for the Draft para in the Administrative Report of Indian Railways.

The required information may please be sent to this office latest by 30th June'88. If there is any increase (+) or decrease (-) in the No. of bridges as on 31-3-1988 vis a vis as on 31-3-1987 the same may suitably be explained in the foot notes.

Receipt of this letter may please be acknowledged.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(79)

STATEMENT 'A'

TOTAL NO. OF BRIDGES

RAILWAY

Position as on	No. of Major Bridges	No. of Minor Bridges	Total
31-3-87			
31-3-88			

Increase/decrease over previous year Figure.

Reason for Increase/Decrease

STATEMENT 'B'

NO. OF BRIDGES WITH WATERWAYS

RAILWAY.

Position as on	100 ft. and above	60 ft. and above to less than 100 ft.	20 ft. and above to less than 60 ft.	less than 20 ft.	Total
31-3-1987					
31-3-1988					

Increase/Decrease over previous year Figure.

Reasons for increase/decrease

Note ; 1. A bridge which has a total waterway of 18m(60 lineal feet) or more or which has a clear opening of 12m(40 lineal feet) or more in any one span is classed as major Bridge otherwise a minor.

2. Statement 'A' represents the total number of bridges with waterways as also those which are other than a Minor.

3. Statement 'B' represents bridges with Waterways only.

****

(80)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD

No. 84/WDO/SD/8. New Delhi, Dated 30 - 3 - 1988

To

The Chief Electrical Engineer,
Railway Electrification,
Bhopal

Sub:- Approval of infringements in connection with introduction of electric traction on Jhansi(Excl.) to Bina (Incl.)

With reference to your application No.CPM/RE/BPL/T/25/2762 dated 7/8.9.1987 and CPM/RE/BPL/T/25/365 dated 19/23.2.88 sent through the Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways sanction the infringements to various items of B.G.Metric Schedule of Dimensions (1973) pertaining to 33 signal structures shown in Annexure 'A', nine water columns, four carriage watering arrangements, five FOB columns and four platform shelters shown in Annexure 'B' and 11 OHE structures shown in Annexure 'C' accompanying your application referred to above. It is noted that water columns will be removed as the steam traction is phased out consequent to electrification.

The sanction is not applicable to the running of 3660 mm (12'-0") wide EMU Stock.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA:-Nil.

P.T.O.

(81)

No. 84/WDO/SD/8. New Delhi, Dated 30-3-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compund, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(2)/84-Vol.II dated 9-10-87 and 25/26-2-88.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.1049 dated 11.9.87 and letter No.137 dated 24/26.2.88

3) The Excutive Director Railway Electrification, Railway Board with reference to his clarification on the application dated 19/23-2-88 of CEE/Bhopal that 12'-0" wide EMU Stock will not run on Jhansi (Excl.) to Bina (incl.) Section. This has also reference to his correction to the clearance of 3215 mm of DN Main Line Starter Signal No.19 'B' at Basai Station having been corrected to 2215 mm in the Annexure 'A' enclosed with CPM/RE, Bhopal's application No.CPM/RE/BPL/T/25/2762 dated 7/8-9-1987 and in the clarification Annexur of Basai Station enclosed with Chief Electrical Engine Bhopal's application No.CPM/RE/BPL/T/25/365 dated 19/23-2-1988.

(Arimardan Singh)
for Secretary Railway Board.

DA:-Nil.

(82)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 87/CEDO/SR/20 New Delhi, dt. 29-3-88.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of 'BCN' wagon on N.E. Railway.

With reference to your application No. W/340/RS/BG/BCN/W.4A dated 17-2-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of 'BCN' wagon to RDSO's drawing NO. WD/84014-S/1 Alt. 5 fitted with modified Casnub-22W(M) bogies, non-transition centre buffer couplers and twin type graduated release air brake system having an axle load of 20.32t at a maximum speed of 50 kmph in empty and loaded conditions both on Katihar - Malhaur section of your Railway subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 459 and all other certificates accompanying your application referred to above. The Railway may however again approach Commissioner of Railway Safety, N.E. Circle for increase in speed upto 65 kmph based on the experience gained and keeping in view the adverse effect on track, if any.

The 'BCN' wagon infringes item No. 13(b) Chapter-IV'A' and the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and other of the B.G. Metric Schedule of Dimensions (1973). It is however noted from para VIII of RDSO's speed certificate that the infringements in the design of 'BCN' wagon are exactly the same as in the case of 'BCXCS' wagon which have already been condoned under Board's letter No. 84/WDO/SR/5 dated 15/20-11-84.

(Arimardan Singh)
Joint Director Civil Engineering(B),
Railway Board.

P.T.O.

(83)

No.87/CEDO/SR/20 New Delhi, dt. 29-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol. IV dt. 26-2-88.

2. The Commissioner of Railway Safety, N.E. Circle, Gorakhpur with reference to his letter No. 1572/3502 dated 18-2-88.

3. The Director General (W), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(84)

No. 88/CEDO/CRS/IR/5 March 28 th 88.

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003.

Sub: Inspection Report on Southern Railway (Palghat Division) for the year ending 31st March, 1988 - Part-III.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, Southern Circle, Bangalore on the above noted subject received through Chief Commissioner of Railway Safety Lucknow, under his letter No. RS. 14-T(3)/82 dated 26-2-88 is sent herewith.

The Ministry of Railways desire that the action taken on various observations/suggestions made by the Commissioner of Railway Safety, Southern Circle, Bangalore on the above cited report may please be furnished to Commissioner of Railway Safety direct under this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arjandan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA/One Inspection Report.

(85)

No.88/CEDO/CRS/IR/6 March 25 88.

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Inspection Report on South Eastern Railway (Chakradharpur) for the year ending 31st March, 1988 Part-II.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, South Eastern Circle Calcutta, on the above noted subject received through the Chief Commissioner of Railway Safety Lucknow, under his letter No. RS. 14-T(4)/84 dated 26th February, 1988 is sent herewith.

The Ministry of Railways desire that the action taken on various recommendations/suggestions made by Commissioner of Railway Safety, South Eastern Circle, Calcutta on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

DA/One Inspection Report.

'BCN'

'BCN' is a new type of bogie covered wagon. It is a modified version of BCX-Mk II wagon which are already running on line. 'BCN' wagon has the same leading particulars as in the case of BCX-Mk II wagons (coded as 'BCXT', 'BCXC' etc.). BCX-Mk II fitted with modified CASNUR-22W(M) bogies, non-transition centre buffer couplers and twin pipe graduated release Air Brakes, instead of UIC Bogies, transition CBC/Screw couplings and vacuum brakes are coded as type 'BCN'.

Bogie Covered Wagon with Sliding Door:

The design of bogie covered wagon with pressed type sliding doors has been submitted by M/s. Texmaco for use on Indian Railways. The Drawing No.RS-88-01 showing the proposed wagon is placed below. The drawing is only indicative and has not so far been finalised by RDSO. The overall width of the wagon is 3250 mm as in the case of coaching stock. It has a tare wight of 29 t and its carrying capacity is 52.2 t. The wagon is fitted with 'UIC' fabricated bogie and non-transition centre buffer couplers.

(87)

No. 87/WDO/ORI/12. 23 - 3 - 1988.

To

The General Manager,
Southern Railway,
Park Town,
Madras - 600 003.

Sub:- Commissioning of the new BG/MG Mixed Gau
second track between Royapuram and
Madras Beach stations of Southern Railwa
alongwith 25 kV AC Single phase electric
traction for passenger traffic.

Please refer Endorsement No.2 of this office lette
of even number, Dated 30-6-87 (Copy enclosed for ready
reference) and expedite the reply.

(D.N.Machiwal)
for Excutive Director Civil Engineering,
Railway Board.

DA:-One.

(88)

No. 85/WDO/CRS/IR/3 March. 23rd 88.

The General Manager (Safety),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781 011.

Sub: Inspection Report on Northeast Frontier Railway, Lumding, Badarpur Metre Gauge Section and Silchar station for the year ending 31st March, 1985.

Ref: Your office letter No. T/308/52/S (LMG-BPB) dated 25th September, 1987.

.....

Please refer to your office letter quoted above, The action taken on CRS's Inspection Report on the above mentioned section as asked for vide this office letter of even number dated 16-5-85 may please be advised without any further delay.

(D.N. Machiwal)
for Executive Director Civil Engineering,
Railway Board.

(89)

GOVERNMENT OF INDIA(BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

CEDO

No. 87/WDO/SR/20 New Delhi, dt. 23-3-88.

The General Manager (Engineering),
South Eastern Railway,
Garden Reach, Calcutta.700043

Sub: Running of B.G. Bogie Covered Wagons type 'BCN' on entire B.G. Section of S.E. Railway.

With reference to your application No. G/WAGON/BCN dated 13-11-87, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of B.G. Bogie Covered Wagon type 'BCN', to RDSO's Drg. No. WD.84014-S-1 (Alt. 5) fitted with modified Casnub-22W(M) bogies, non-transition centre buffer couplers and twin pipe graduated release air brake system, having a maximum axle load of 20.32t, at a maximum permissible speed of 65kmph in both empty and loaded conditions on all the BG sections of your railway subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction isfurther subject to/the conditions/stipulations made in your joint Safety Certificate No. 15/89 and all other certificate accomapying your application referred to above.

/observance of

The 'BCN' wagon infringed item No. 13(b) Chapter-IVA and profile of maximum moving dimensions of 1929 as shown in Diagram No. 1A and others of the B.G. Metric Schedule of Dimensions (1973). It is however noted from para VIII of RDSO's speed certificate that the infringements in the design of 'BCN' wagon are exactly the same as in the case of 'BCXCS' wagon which have already been condoned under Board's letter No. 85/WDO/SR/5 dated 15/20-11-84.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.
New Delhi, dt. 23-3-88.

CEDO

No. 87/WDO/SR/20
Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-I(1)/82 Vol. V dt. 21-1-88.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta, w.r.t. his letter No. 820/257/49 dated 17-11-87.

3. The Director Standards (Wagons), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
*****

No. 87/WDC/SR/20 New Delhi, dt. 22-3-88.

The General Manager (Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of BRN AND BCN Wagons on various B.G. section of Central Railway.

With reference to your application No. W. 144.M3 BRIV dated 27-11-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of 'BRN' and 'BCN' wagons to Drg. No. WD-84013-S-1 Alt. 4 and No. WD-84014-S-1 (Alt. 5) respectively, both fitted modified Casnub-22W(M) bogies, non-transition CBC and twin pipe graduated release air brake system having a maximum axle load of 20.32t on the following BG sections of your railway at a maximum permissible speed shown against each section in empty as well as in loaded condition subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to/the conditions/stipulations made in your Joint Safety Certificates No. W. 31/87 BG and all other certificates accompanying your application referred to above.

/observance of

Sr. No.	B.G. Sections	Max. speed in KMPH
1	2	3
1.	Bombay - Kartiat	65
2.	Bombay - Kasara	65
3.	Manmad - Bugiakabad (MMR-BSL-ST-DPL-BIN-JHS-GWL-AGC-TKD)	65
4.	Pune - Wadi (PA-DD-KWV-SUR-WD)	65
5.	Itarsi - Balharshah (ET-AMF-NGP-WR-BPQ)	65
6.	Itarsi - Naini (ET-JBP-KTE-STA-MKP-NYN)	65
7.	Jhansi - Juhi (Kanpur)	65
8.	Jhansi - Manikpur	65
9.	Bhimsen - Kairar	30
10.	Ait - Kunch	65
11.	Bina - Katni	65
12.	Katni-New Katni Junction- Singrauli	65
13.	Bhusawal - Badnera - Wardha	

P.T.O.

(91)

1	2	3
14.	Chalisgaon - Dhule	45
15.	Manmad - Daund	65
16.	Karjat - Khopoli	40
17.	Diva - Vasai Road	65
18.	Diva - Panvel - Apta - Pen	65
19.	Panvel - Uran	45
20.	Wadala Road - Mahim Chord/Kurla/Trombay/ Mankhurd	65
21.	Tadali - Ghugus	25
22.	Majri - Rajur	25
23.	Amla - Parasia	55
24.	Raja-ki-Mandi - Agra City	15
25.	Balanganj Tunnel - Station	15
26.	Agra City - Idgah/Jamuna Bridge (C. Railway portion)	65

The 'BCN' wagon infringes item No. 13(b) of Chapter-IV'A' and profile of maximum moving dimensions of 1929 as shown in diagram No. 1A and others of BG Metric Schedule of Dimensions (1973). It is however noted from para VIII of RDSO's speed certificate that the infringements in the design of 'BCN' wagon are exactly the same as in the case of 'BCXCS' wagon which have already been condoned under Board's letter No. 84/WDO/SR/5 dated 15/20-11-84. It is also noted from the speed certificate of 'BRN' wagon that this wagon has the same over all dimensions and leading particulars as in the case of 'BRH' wagons (coded as 'BRHT', BRHC' etc.) already running on line.

(Arimardan Singh)
Joint Director Civil Engineering(H),
Railway Board.

No. 87/WDO/SR/20 New Delhi, dt. 23-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow w.r.t. his endorsement No. RS. 17-T(1)/82 Vol. V dated 21-1-88.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 1454 dated 1-12-1987.

3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(72)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

***

No. 86/WDO/SR/18 New Delhi, dt. 23-3-88.

The General Manager,
South Eastern Railway,
Calcutta.

Sub: Regular running of single/multiple WDS 4B Class of Diesel Locomotives on entire B.G. section of South Eastern Railway.

.....

With reference to your application No. G/Locl/WDS4/Pt.II dated 12-1-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the running of WDS4B O-C-O type of Diesel hydraulic locomotives with 700 HP MAK engine model 6 M 282 (AK) and hydraulic transmission shown in RDSO's sketch SK.DP-669 Alt. 2 having an axle load of 20t + 3% and manufactured at Chitranjan Locomotives Works at a maximum speed of 65 kmph on the entire BG sections of your railway subject to observance to all permanent and temporary restrictions inforce and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your joint safety certificate No. 1/88 and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringement to item 12 Chapter-IV C of the B.G. Metric Schedule of Dimensions (1973) involved in the running of WDS 4B Loco as shown in Form-XI accompanying to your letter referred to above.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 86/WDO/SR/18 New Delhi, dt. 23-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow w.r.t. his endorsement No. RS. 17-T(4)/82 dated 9-2-88.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 985 dated 15-1-88.
3. The Director General (M.P.), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(93)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/SR/13 New Delhi, dt. 23-3-88.

The General Manager (Engg.),
Eastern Railway,
Calcutta.

Sub: Regular movement of B.G. OHE inspection Car - Sanction regarding.

With reference to your application No. W.552/12 dated 4-1-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the Regular Movement of B.G. overhead equipment cars to RDSO's Sketch No. 84035 and 84057 fitted with M/s Ventra and kpc Power Pack, having a maximum axle load of 11t under tare and 16t under gross loaded condition on following sections of your railway at a maximum permissible speed (provisional) mention against each section subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other restrictions/stipulations made in your Joint Safety Certificate No. 44/87 and all other certificates accompanying your application referred to above.

Sr. No.	Section	Maximum permissible speed (Provisional) (in kmph)
1.	Howrah - Mughalsarai (via HBC/ML & GC)	40
2.	Sitarampur - Mughalsarai (via Main line)	40
3.	Gomoh - Sonnagar (via BRKA, GHD)	40

The sanction for condonation of infringements to item No. 26(a), 28(a), 31 and 32(a) of Chapter-IV A of the BG Metric Schedule of Dimensions (1973) involved in the running of BG OHE inspection car as detailed in Form-XI has already been conveyed under this office letter No. 84/WDO/SR/7 dated 4-4-1985.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(74)

No. 88/CEDO/SR/13 New Delhi, dt. 23-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS.17-T(1)/82 Vol.VI dt.10-2-88.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 864/1020/88 dated 21-1-88.

3. The Director Standards (Carriage), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

KUMAR/C.E.D.O.

EDC 9/88

(95)

GOODS TRAIN DERAILMENT ON WESTERN RAILWAY ON 23.3.1988

STO/Safety, Western Railway, reported the following details at 15.15 hrs on date:-

1. Date and time of accident	:	23.3.1988 at 13.10 hrs.
2. Railway	:	Western
3. Division	:	Ratlam
4. Section	:	Ujjain-Nagda
5. Gauge	:	Broad
6. Track	:	Double Line
7. Train No.	:	Up NWKE Diesel Goods (load 56 BCX 'N' wagons + 1 Brake van and was hauled by engine Nos.18620 and 18993 WDM2).
8. Brief particulars	:	While the train was entering Aslaoda station, 10 BOX 'N' wagons, 3rd to 12th from train engine, derailed and capsized on the first facing points, infringing Down line also by 5 BOXes.
9. Casualty	:	Nil
10. Relief arrangements	:	Breakdown train from Ratlam was ordered at 13.15 hrs and left at 14.00 hrs. Breakdown train from Bina was also ordered at 14.25 hrs.
11. Officers visiting the site	:	AOS(G) and AME by Ratlam breakdown train. ADRM by light engine. Sr.DOS and DSO on way to Bhopal are already at site.
12. Prima-facie cause	:	Working out of brake gear rod of first derailed wagon.

(O.P.Sud)
Deputy Director Safety
23.3.1988

Distribution (CRB Group)

(96)

No. 88/CEDO/CRS/IR/7 22nd March th 88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway (Malda Division) for the year ending 31st March, 1988 Part-II.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, Eastern Circle, Calcutta on the above noted subject received through Chief Commissioner of Railway Safety Lucknow under his letter No. RS. 14-T(1)/84 dated 26th Feb. 88 is sent herewith.

The Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety, Eastern Circle, Calcutta on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arjmardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA/One Inspection report.

(97)

No. 88/CEDO/ORI/1 March, th 88.

To,

The General Manager,
Eastern Railway,
Calcutta.

Sub: Opening of Up line (BG) between Murarpur and Sultanganj station in Malda Division of Eastern Railway for the public Carriage of passengers.

Ref: Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.661/6/I/N/87 dated 20-10-87 and Chief Commissioner of Railway Safety, Lucknow's letter No. RS. 10-T(3)/87 dated 04-01-1988.

Please refer to this office letter of even number dated 4-2-88 (copy enclosed for ready reference) and expedite your reply.

(D.N. Machiwal)
for Executive Director Civil Engineering,
Railway Board.

(98)

No. 88/WDO/ORI/1 4-2-88.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub: Opening of Up line (BG) between Murarpur and Sultanganj stations in Malda Division of Eastern Railway for the public carriage of passengers.

Ref: Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No. 661/6/I/N/87 dated 20-10-87 and Chief Commissioner of Railway Safety, Lucknow's letter No. RS. 10-T(3)/87 dated 04-01-1988.

It may please be advised for information of this office if Murarpur and Sultanganj station after laying of the second line have high level platforms without FOB. In double line sections with even one of the passenger platforms being a high level platform FOB would be necessary, at least suitable path at each end of platform has to be provided till FOB is constructed.

Sd/-
(A.K. DEB BURMAN)
Executive Director Land Management,
Railway Board.

(99)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS(RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 88/CEDO/SD/1 New Delhi, dt. 18-3-88.

The Chief Signal and Telecom. Engineer (Project),
Railway Electrification,
N A G P U R

Sub: Approval of infringements to running of 3660 mm wide stock in connection with introduction of Multiple Aspect Colour Light Signalling at stations on ex. Ajni-ex. Wardha section of Central Railway.

With reference to your two application bearing Nos. CPM/N/ST/SIG/11 dated 12-10-87 and CPM/N/ST/SIG/11/3041 dated 13-10-87 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the 23 infringements to signal post/ladder structures on ex. Ajni - ex. Wardha Jn. section and 4 infringements to signal post/ladder structures at Nagri station on Wardha Balharshah section respectively to item 13(ii)(c) Chapter-I of BG Metric Schedule of Dimensions (1973) as shown in Annexure 'A' (Form-XI) accompanying your application referred to above.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 18-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(2)/84 Vol.II dt.30-11-87.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, M.K.Road, Bombay - 400 020 with rererence to his letter No. 1240 dated 16-10-87.

(Arimardan Singh)
for Secretary, Railway Board.

(100)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 88/CEDO/SD/1 New Delhi, dt. 17-3-88.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Introduction of 25 kV AC Electric Traction on Korba - Gevra Road Section - Horizontal Clearance to be adopted for fixed structures from centre line of track condonation regarding.

.....

With reference to your letter No. Gr. 68/CGRE/EL/94/14 dated 26-2-88 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the infringements to 6 signal structures to item 13(ii) (c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) as shown in Form - XI accompanying your letter referred to above.

This sanction is not applicable to running of 3660 mm (12'-0") wide EMU stock.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 17-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 18-I(5)/84 dated 14-3-88.
2. The Commissioner of Railway Safety, South Eastern Circle Calcutta, with reference to his letter No. 1181/19/60 dated 02-03-1988.

(Arimardan Singh)
for Secretary, Railway Board.

(101)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

***

No. 88/CEDO/ORI/8 New Delhi, dt. 17-3-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg, Lucknow.

Sir,

Sub: Commissioning of 25 kV Single phase AC Electric Traction for public carriage of passengers on Champa - Korba section in Bilaspur Division of S. E. Railway.

With reference to your endorsement No. RS.8-T(1)/84 dated 22-2-88, I am directed to communicate Railway Ministry's sanction to the commissioning of 25 kV single phase AC Electric Traction on Champa - Korba section of South Eastern Railway for the public carriage of passengers.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

No. 88/CEDO/ORI/8 New Delhi, dt. 17-3-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No. 1093 dt. 11-2-88.

2. The General Manager, S.E. Railway, Calcutta with the request that suitable action on CRS's recommendations and suggestions referred to in the report may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is further requested that the date of commissioning of Electric Traction may also be intimated as and when the same is commissioned to passenger traffic.

(Arimardan Singh)
for Secretary, Railway Board.

KUMAR/C.E.D.O.

(102)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/ORI/7 New Delhi, dt. 17-3-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Opening of the electrification works between Gangapur City and Kota section of W. Railway.

With reference to your Endorsement No. RS.8-T(1)/82 dated 26-2-88, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorision the above section for the public carriage of passengers as per his letter No. 16-5/248/102 dated 19/22-2-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

No. 88/CEDO/ORI/7 New Delhi, dt. 17-3-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, Western Circle, Bombay, with reference to his letter No. 16-5/248/102 dt. 19/22-2-88.

2. The General Manager, Western Railway, Bombay with the request that suitable action of CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advise to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

(103)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/ORI/6 New Delhi, dt./7-3-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Doubling of track between Pembarti and Pindial-Opening of the new double line between Raghunathpalli - Ghanpur - Pindial on Secunderabad - Kazipet section of South Central Railway.

With reference to your Endorsement No. RS. 10-T(3)/88 dated 22-2-88, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No. 6/SC/20 dt.8-2-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

No. 88/CEDO/ORI/6 New Delhi, dt. 17-3-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, South Central Circle, Secunderabad, with reference to his letter No. 6/SC/20 dated 8-2-88.

2. The General Manager, South Central Railway, Secunderabad with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly, under advice to this office in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy each of the Index Plan and Section may also be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

(104)

Arimardan Singh,
Joint Director Civil Engineering(G).

New Delhi.

D.O. No. 85/WDO/SD/12 March 17th 88.

Dear Shri Gupta,

Sub: Review of B.G. Schedule of Dimensions.

Ref: Your office letter No. CT/MS/SD/BG dt. 23/25-7-86, 6/18-2-87 & 9/13-4-87.

The Board considered the report of the committee of RDSO Directors for permitting wider and taller stock and the memorandum on the subject. After taking all the factors into consideration, the Board in terms of para 3.2 of their minutes decided as under :-

> 3.2 The Board accepted the recommendation that the Schedule of Dimensions, B.G. based on existing clearances for 12' wide and 15'-6" high stock shall be made obligatory for new works. This shall imply that the recommended dimensions in Schedule -II of the Schedule of Dimensions, BG relating to clearances shall also become mandatory.

Based on the above recommendation of the Board, RDSO under their letter No. CT/MS/SD/BG dated 23/25-7-86 submitted a draft correction slip to the B.G. Schedule of Dimensions (1973) (copy enclosed). This correction slip was confirmed to be in order vide RDSO's letter No. CT/MS/SD/BG dt. 6/18-2-87. Further modification to the draft correction slip dt. 23/25-7-86 was again issued by RDSO under their letter No. CT/MS/SD/BG dated 9/13-4-87 for track centres in workshops and clear distance from centre of track to any isolated structure in workshops and running sheds.

The draft correction slip submitted vide your letter dated 23/25-7-86 has again been examined and while going through para 2 of the proposed draft correction slip (Annexure-I), it is seen that the words "but they are not to be treated as standards, a departure from which requires sanction" appear to have

Contd./-2.

been inadvertantly left out from the proposed draft. This was discussed with Shri R.P. Agarwal, Joint Director Standards (Track), while he was in Board's office on 10-2-88 and he promissed to examine the draft correction slip and issue further correction, if necessary. The results of the said examination have not so far been coveyed to this office.

In view of the above, I would request you to kindly get the whole correction slip examined denovo and send the final draft correction slip for approval of the Board

With regards,

Yours sincerely,

(Arimardan Singh)

Shri M.L. Gupta,
Director Standards(Civil),
R.D.S.O.,
Lucknow.

(106)

55

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/ORI/5 New Delhi, dt. 15-3-88.

The Chief Commissioner of Railway Safety,
N. E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sub: Permanent diversion of Up main line between Kms. 162/13 to Km. 165/5 between Makudi and Wirur and between Kms. 177/1 to Km. 180/1 between Sirpur Town and Makudi stations on Kazipet-Balharshah BG Section in Secunderabad (BG) Division of South Central Railway.

With reference to your Endorsement No. RS.10-T(2)/88 dated 19-2-88, I am directed to confirm the action of Commissioner of Railway Safety, S.C. Circle, Secunderabad in authorising the opening of the above section for the public carriage of passengers as per his letter No.6/SC/20 dated 25-1-88.

(Arimardan Singh)
for Secretary, Railway Board.

No. 88/CEDO/ORI/5 New Delhi, dt. 15-3-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, S.C. Circle, Secunderabad, w.r.t. his letter No. 6/SC/20 dated 25-1-88.

2. The General Manager, S.C. Railway, with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to this office in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy each of the Index Plan and Section may also please be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

KUMAR/C.E.D.O.

(107)

No.66/WDO/SR/19 March 15th 88.

The General Manager,
South Central Railway,
Secunderabad.

Sub: Schedule of dimensions 1676 mm gauge maximum moving dimensions - Adoption of new B.G. profile to RDSO's sketch No. EDO/T-1043 and RDSO's sketch No. 66023.

Ref: Your letter No. W. 469/1/15/Vol. II dated 8-4-1987.

Please refer to para 2 of your above quoted letter stating that the particulars regarding OHE point of view are being collected by the Electrical branch of your railway and a reply will be sent shortly.

As the above said particulars have not so far been received in this office, it is requested that the despatch of the same may please be expedited.

This may please be treated as urgent.

(Arimardan Singh)
Jt. Director Civil Engineering(G),
Railway Board.

(108)

No. 66/WDO/SR/19 March 15 th 88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
LUCKNOW.

Sub: Schedule of Dimensions 1676 mm gauge maximum moving dimensions - Adoption of new B.G. Profile to RDSO's sketch No. EDO/T-1043.

Ref: Your letter No. RS. 25-T(2)/80 dated 7-1-87.

Since the replies from all the railways through concerned CRSs on the above noted subject might have been received in your office by now, this office are looking forward for your considered views on the adoption of profile to RDSO's sketch No.EDO/T-1043 on BG system on Indian Railways.

You are therefore requested to kindly see if the desired views on the subject could be expedited.

(Arimardan Singh)
for Secretary, Railway Board.

(109)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS(RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88/CEDO/SR/11 New Delhi, dt. 11-1-88.

The Director General (Wagon),
R.D.S.O., Manak Nagar,
Lucknow.

Sub: Modern Freight Bogies - Condonation of infringements.

With reference to your application No. CT/HSB dated 4/5-1-88 and 26-2-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following Infringements to item 18(i) of Chapter - IV A of the B.G. Metric Schedule of Dimensions (1973) involved in the procurement of 9 bogies each of the following Modern freight bogies, as shown in Form-XI and general arrangement diagram No. Talbot 04 43947, Wagon Union 1-536.04.0001, Linke Hoffmann-Busch 217 113.0 and American Steel Foundries HK 15664 for the purpose of conducting Oscillation and service trials under BOXN Wagons :-

S.No.	Description	Maximum rigid wheel box As per Schedule (in mm)	Actual (in mm)
1.	Primary suspension rigid 'H' frame bogie with rubber roller suspension from M/s Wagon Fabric Talbot West Germany with Wheel Dia.1000mm/920mm.	1830	1800
2.	Primary suspension rigid 'H' frame bogie with Parabolic springs from M/s Wagon Union, West Germany with Wheel Dia. 1000 mm/920 mm.	1830	1800
3.	Primary suspension rigid 'H' frame bogie with parabolic springs from M/s Linke-Hoffmann-Busch, West Germany with Wheel Dia. 1000 mm/920 mm.	1830	1800
4.	Secondary suspension 3 piece axle braced radial bogie with rubber pads at the primary stage from M/s Amsted, U.S.A., with Wheel Dia. 920 mm.	1830	1778

P.T.O.

The sanction is subject to the condition that in case any of above four bogies are finally procured after Oscillation and service trials the minimum requirement of 1830 mm wheel base as per B.G. Schedule shall be adhered to.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 88/CEDO/SR/11 New Delhi, dt. 11-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS. 18-T(7)/84 dated 10-2-88.

2. The Executive Director, Railway Stores, Railway Board, New Delhi. In case any of the above four bogies are finally procured after Oscillation and Service trials under BOXN wagons, the supplier firms shall be asked to adhere to the minimum requirement of 1830 mm rigid wheel base as per item 18(1) of Chapter - IVA of the B.G. Metric Shedule of Dimensions (1973) and no relaxation shall be granted.

(Arimardan Singh)
for Secretary, Railway Board.

(111)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 88/CEDO/SR/1 New Delhi, 10-3-88.

The General Manager,
Western Railway,
Bombay.

Sub: Sanction for introduction of M/s BHEL Bhopal's 20-axle B.G. special wagon 'Q-85' in empty as well as in loaded condition when loaded with 250t 'ASEA' Transformers on various BG sections over Western Railway.

With reference to your application No. W. 636/15/67 dated 22-2-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the introduction of M/s BHEL Bhopal's 20-axle B.G. special wagon 'Q-85' to RDSO's Drg. No. WD/86005/S/21 (Alt.3) having a maximum axle load of 18.5t and a minimum wheel dia of 860 mm (condemning size) on the Bhopal-Ujjain-Nagda-Godhara-Anand-Sabarmati-Viramgam-Kandla Port and Nagda-Kota-Mathura sections.

The sanction of infringements to item No. 16, 17, 19(b), 20(b) and 21(b) of Chapter - IV'A' and the profile of maximum moving dimensions 1929 as shown in diagram No. 1A and others of the B.G. Metric Schedule of Dimensions (1973) involved in the design of M/s BHEL Bhopal's 20-axle BG special wagon 'Q-85' as detailed in Form-XI accompanying your application has however already been issued under Board's letter No. 87/WDO/SR/3 dated 2-4-87 subject to the condition that the wagon will move only as an ODC in special train formation in empty and loaded condition both.

Necessary sanction for movement of this wagon in empty as well as loaded condition will therefore be seperately issued by the competent authority on your railway each time whenever the wagon is required to be moved either in empty or loaded condition taking into consideration CRS's recommendation and all the certificates accompanying your application referred to above.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(112)

No. 88/CEDO/SR/1 New Delhi, dt. 10-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsment No. RS.17-(T)(2)/82 dated 2-3-88.

2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/257/107 dated 26-2-88.

3, The Director Standards (W), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(113)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

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No. 88/CEDO/SR/1 New Delhi, dt. 6.3.88.

The General Manager,
Northern Railway,
Baroda House,
New Delhi.

Sub: Sanction for introduction of M/s BHEL Bhopal's 20-axle B.G. special wagon 'Q-85' in empty as well as in loaded condition when loaded with 250t 'ASEA' Transformers on various B.G. sections over Northern Railway.

With reference to your application No. 519-W/451 dated 23-12-87 sent through the Chief Commissionar of Railway Safety Lucknow, the Ministry of Railways sanction the introduction of M/s BHEL Bhopal's 20-axle BG special wagon 'Q-85' to RDSO's drawing No. WD/86005/S/21 (Alt. 3) having a maximum axle load of 18.5t and a minimum wheel dia of 860 mm (condemning size) on the follwing BG sections :-

1. Tughalakabad - Ghaziabad
2. Ghaziabad - Dadri
3. Dadri - Naini
4. Naini - Chunar
5. Chunar - Chopan
6. Mughalsarai - Gunar.

The sanction of infringements to item No. 16,17, 19(b), 20(b) and 21 (b) of Chapter - IV 'A' and the profile of maximum moving dimensions 1929 as shown in diagram No. 1A and other of the BG Metric Schedule of Dimensions (1973) involved in the design of M/s BHEL Bhopal's 20-axle BG special wagon 'Q-85' as detailed in Form-XI accompanying your application has however already been issued under Bd.'s letter No. 87/WD0/SR/3 dated 2-4-87 subject to the condition that the wagon will move only as an ODC in special train formation in empty and loaded condtion both.

Necessary sanction for movement of this wagon in empty as well as loaded condition will therefore be seperately issued by the competent authority on your railway each time whenever the wagon is required to be moved either in empty or loaded condition taking into consideration CRS's recommendations and all the certificates accompanying your application referred to above.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

(114)

No. 88/CEDO/SR/1 New Delhi, dt. 8-3-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82-Vol. VI dt. 26-2-88.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 101/1339/20/Axle/Spl. Wagon Q.85 dated 26-2-88.

3. The Director General (W), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(115)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88 / CEDO / ORI / 4. New Delhi, Dated 3-3-1988

To

The Chief Commissioner of Railway Safety,
N.E.Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub:- Opening of the second line between Unhel and Piploda Bagla (Km:17.80 and 10.79) stations on the Ratlam Division of Western Railway.

With reference to your Endorsement No.RS.10-T(6)/87 dated 10-2-88, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the above section for the public carriage of passengers as per his letter No.16-5/232/H/129 dated 11.12.87

yours faithfully,

(Arimardan Singh)
for Secretary Railway Board

DA:-Nil.

No. 88 / CEDO / ORI / 4. New Delhi, Dated 3-3-1988.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/232/H/129 dated 11.2.87.

2) The General Manager, Western Railway, Bombay with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advise to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One copy each of the Index Plan and Section may please be sent to this office.

(Arimardan Singh)
for Secretary Railway Board.

(116)

No. 87/CEDO/ORI/16. 2 - 3 - 88.

To

The Chief Commissioner of Railway Safety,
N.E.Railway Office Compound,
Ashok Marg,
Lucknow - 226 001.

Sub:- Doubling between Chharodi and Jakhwada stations of Ahmedabad - Viramgam (B.G) Section of Western Railway.
Ref:- Your office letter No.RS.10-T(2)/87 dated 19 - 2 - 88.

Necessary confirmation for opening of the above section has already been conveyed under this office letter of even number dated 9-12-87, a copy of which is enclosed herewith for your information please.

The Receipt of this letter may please be acknowledged.

(Arimardan Singh)
for Secretary Railway Board.

DA:-One.

(117)

8

No. 88/CRDO/CRS/IR/3. 2-3-88

To

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub:- Inspection Report on South Eastern Railway (Bilaspur Division) for the year ending 31st March, 1988 - Part I.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, South Eastern Circle, Calcutta on the above noted subject received in this office through Chief Commissioner of Railway Safety, Lucknow under his letter No.RS.14-T(4)/84 dated 7.2.88 is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety, South Eastern Circle, Calcutta on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA:-One Inspection Report.

(118)

No. 88/CEDO/CRS/IR/2 Feb. 29th 88.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Inspection Report on Eastern Railway (Asansol and Danapur Division) for the year ending 31st March, 1988 - Part - I.

A copy of the above noted inspection report of CRS, Eastern Circle, Calcutta on the above noted subject received through Chief Commissioner of Railway Safety Lucknow in this office under his letter No. RS. 14-T(1)/84 dated 09-02-1988 is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by the Commissioner of Railway Safety, Eastern Circle, Calcutta on the above noted report may please be furnished to CRS, direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

DA/One(attached).

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(119)

No. 88/CEDO/CRS/IR/4. 29-2-88.

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Inspection of Guntakal - Hospet and Miraj-Londa Section of Hubli Division of South Central Railway in the company of General Manager, Heads of Departments and Divisional Officers on 9.12.87 and 10.12.87.

A copy of the above noted Inspection Report of Commissioner of Railway Safety, South Central Circle, Secunderabad on the above noted subject received in this office through Chief Commissioner of Railway Safety, Lucknow under his letter No. RS.14-I(1)/88 dated 12.2.88 is sent herewith.

The Ministry of Railways desire that the action taken on various recommendations/suggestions made by Commissioner of Railway Safety, South Central Circle, Secunderabad on the above cited report may please be furnished to Commissioner of Railway Safety direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

DA:-One Inspection Report.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(120)

Arjandan Singh,
Jt. Dir.Civil Engg.(G).

DO No.87/MDG/SD/5 New Delhi, the 29-2-88.

My dear Dass,

Sub: Platform width.

Ref: Your letter No.RTT/Suggestion
dated 28-7-87.

.....

Kindly call for this office letter of even number dated 21-5-87 followed by DO reminder of even number dated 18-9-87. I shall be thankful if you could send your reply at the earliest.

With best wishes,

Yours sincerely,

(Arjandan Singh)

Shri A.K. Dass,
Jt. Dir. Standards (Traffic),
R.D.S.O.,
LUCKNOW.

(121)

88/CEDO/CRS/IR/1 29/2/88

To

The General Manager,
Southern Railway,
Park Town
Madras - 600 003.

Sub: Inspection Report on Southern Railway (Bangalore and Mysore Divisions)(Madras Division) for the year ending 31st March 1988 in Part-I and II.

A copy each of the above noted Inspection Report of Part -I and Part - II of CRS, Southern Circle, Bangalore on the above noted subject received in this office through Chief Commissioner of Railway Safety Lucknow, under his letter No. RS. 14-T(3)/82 dated 9-2-88, is sent herewith.

Ministry of Railways desire that the action taken on various recommendations/suggestions made by CRS/Southern Circle, Bangalore on the above cited reports may please be furnished to CRS direct under advice to this office at an early date. Your remarks may please be furnished in juxtaposition in an interleaved copy.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

DA:One(Attached)

(122)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/Kopcke Siding/1 New Delhi, dt.29-2 88.

The General Manager,
Southern Railway,
Headquarters Office,
Works Branch,
Madras - 600 003.

Sub: Removal of Kopcke siding at Patchur.

With reference to your letter No. W.452/B/5 dated 26-6-87 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the (i) closure of Patchur Station in the Up direction, (ii) deletion of the item for provision of catch siding from Works Programme and (iii) removal of Kopcke siding as shown in Southern Railway's Drawing No. PU/66 subject to observance of the following conditions:-

(1) All necessary arrangements should be made by the Railway to ensure the minimum brake power of 85% for all Up Goods trains on the single through Mulanur-Somanayakkanpatti section. No relaxation should be permitted in this regard.

(2) The Patchur Station in the Down Direction will continue as a 'B' class station without any modifications since the alignment of the Down Main line deviates from that of the Up Main line to provide a rising gradient of 1 in 100.

(3) The speed restriction of 60-75 kmph, in respect of passenger trains between Mulanur-Somanayakkanpatti Up direction already existing on the Down gradient, should continue to be observed for running of passenger trains.

It is however, noted from the calculations of brake power submitted by your railway that if speed of Up Goods trains is restricted to 25 kmph on the Down gradient at Patchur Station, the trains would have adequate brake power.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(123)

No. 88/CEDO/Kopeke Siding/ New Delhi, dt. 29-2-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 18-T(1)/84 dated 20-1-88.

2. The Commissioner of Railway Safety, Southern Circle, No. 7, Sheshadri Road, Bangalore - 560 009 with reference to his letter No. 1873 dated 30-11-87.

(Arimardan Singh)
for Secretary, Railway Board.

(124)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/SR/10 N. Delhi, dt. 26-2-88.

The General Manager,
Northern Railway,
Baroda House,
New Delhi.

Sub: Running of 12 axle B.G. Special wagon on Northern Railway.

With reference to your application No. 519-W/481 dated 16-2-88 sent through Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the running of 12 axle B.G. special wagon of M/s FCI in loaded condition to RDSO's drawing No. WD-7086-S/03 Alt. 1 with a minimum wheel dia of 860 mm (condemning size) on the following sections at a maximum speed indicating against each :-

S.No.	Section	Maximum speed in kmph Loaded
1.	Mughalsarai - Varanasi.	25
2.	Varanasi - Zafarabad.	25
3.	Zafarabad - Sultanpur.	25
4.	Sultanpur - Sindurwa.	20

The sanction is subject to the condition that the maximum speed in loaded condition with maximum axle load of 16.94t as per RDSO's drawing No. WD-87086-S/03 Alt.1 on turnouts, Diamond Crossings and Curves Sharper than 4° should not exceed 15 kmph. This is further subject to the observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time and observance of the conditions/stipulations indicated in the Joint Safety Certificate, CRSE and CRTS-II's note No. 276-T/12 axle (IGFCC) ODC dated 3-2-88 and all other certificates accompanying your application referred above. The sanction is also subject to the observance of condition specified under para 13 of Board's letter No.81/WDO/SR/13 dated 21-7-81 at locations where the clearance is less than

P.T.O.

150 mm. As the consignment when loaded on this wagon infringes the maximum moving dimensions 1929 and constitutes an ODC, a clearance from the competent authority on your railway should also be obtained for movement of the wagon in loaded condition each time whenever the consignment is required to be moved.

Ministry of Railways also sanction the infringement to item 16, 20(b), 21(b), 28(b), 31 and 32(b) of Chapter-IV A of the BG Metric Schedule of Dimensions(1973) involved in the running of 12 axle B.G. special wagon.

(Arimardan Singh)
Jt. Director Civil Engineering(G),
Railway Board.

No. 88/CRDO/SR/10 New Delhi, dt. 26-2-88.

Copy forwarded for infromation to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol.VI dt. 22-2-88.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No. 96/1339/12/Axle/Spl. Wagon dt. 19-2-88.

3. The Director Standards (Wagon) RDSO, Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(126)

Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralaya)
(Railway Board)

***

No. 88/CEDO/SD/1 New Delhi, dt. 25-2-88.

The Chief Electrical Engineer,
Railway Electrification,
Southern Railway, Egmore,
Madras - 600 008.

Sub: Electrification of Quardrupling of Track between Villivakkam and Pattabiram station of Southern Railway.

With reference to your letter No. ETR. 252/RE/2413 dated 25-9-87 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the infringement of Anchor Guy rod of Traction Mast No. 20/28 A, Proposed to be located in between Road No. 3 & 4 in Avadi Yard to item 13(ii) (c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973), upto 31st March, 1988 as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drg. No. SR/RE/DHR/G/497 accompanying your letter referred to above.

(Ashok Kumar)
Executive Director Civil Engg.(P),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 25-2-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 18-T(1)/84 dated 27-10-87.

2. The Commissioner of Railway Safety, Southern Circle, No. 7, Sheshadri Road, GandhiNagar, Bangalore - 560 009 with reference to his letter No. 1419 dated 28-9-87.

(Ashok Kumar)
for Secretary, Railway Board.

ANNEXURE-I

Location/ Section.	Name of the structure which infringes.	Chapter and Item No.	Prescribed maximum and minimum dimensions in mm	Existing actual dimensions in mm	Amount of infringement, in mm.
Avadi Yard Road 4	Anchor Guy Rod of Traction Mast No.20/28 A1 in between Roads 3 & 4.	Chapter-I Item 13(ii)(c)	2360(from 1065mm to 3355mm above Rail Level).	2290 to 2360 between heights 1065mm and 1560mm above rail level.	70mm (maximum).

(128)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No.87/CEDO/SR/22 New Delhi, dt.23-2-88.

The General Manager (Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for running of Plasser India Mobile Flash Butt Welding Machine 'k-355-APT' on various B.G. sections over Central Railway.

With reference to your application No. W.681.X-66/ER dated 26-11-87, sent through the Chief Commissioner of Railway Safety Lucknow, for track maintenance services, the Ministry of Railways, sanction the running of Mobile Flash Butt Welding Machine 'k-355 APT' manufactured by Plasser India Limited as per drawing No. EDO/T/2129 with maximum axle load of 11.5t on the undernoted sections of your railway at a maximum permissible speed of 60 kmph on its own power and 50 kmph when running in train formation subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/stipulations made in your joint safety certificate No. W.29/87 B.G. and all other certificates accompanying your application referred to above.

Sl. No.	Section	Max. permissible speed of welding machine (in kmph)
1.	Bombay V.T. - Tuglakabad (via Kalyan, Igatpuri, Bhusawal, Itarsi, Bhopal, Bina, Jhansi, Agra Cantt. and Mathura.)	i) 60 kmph on its own power and ii) 50 kmph when running in train formation.
2.	Bhusawal - Nagpur (via Badnera, Wardha)	
3.	Kalyan - Wadi (via Pune, Daund, Kurduwadi and Solapur)	
4.	Itarsi - Naini (via Jabalpur, Katni, Satna, Manikpur)	
5.	Itarsi - Balharshah (via Amla, Nagpur, Wardha)	
6.	Bina - Katni	
7.	Jhansi - Juhi (Kanpur)	
8.	Jhansi - Manikpur	
9.	Bhimsen - Khairar and	
10.	Daund - Manmad.	

P.T.O.

(129)

The Ministry of Railways also sanction the infringements to item No. 2(ii), 16 and 18(i) of Chapter - IV A of the BG Metric Schedule of Dimensions (1973) involved in the running of above Mobile Flash Butt Welding Machine as detailed in Form - XI accompanying your letter referred to above.

(Arimardan Singh)
Jt. Director Civil Engineering(G),
Railway Board

No. 87/CEDO/SR/22 New Delhi, dt. 23-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety , N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-T(1)/82 Vol. V dated 21-1-88.

2, The Commissioner of Railway Safety, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay w.r.t. his letter No. 1456 dated 1-12-87. /Central Circle

3. The Director General (Civil), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(130)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/ORI/3 New Delhi, dt.23-2-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Opening of Karnal - Bhainikhurd section in connection with Panipat-Ambala Cantt. Doubling.

With reference to your Endorsement No. RS.10-T(1)/88 dated 2-2-88, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above section for the public carriage of passengers as per his letter No. 93/61/I/OPG/PT dt.28-1-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

No. 88/CEDO/ORI/3 New Delhi, dt.23-2-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.93/61/I/OPG/PT dt. 28-1-88.

2. The General Manager, Northern Railway, Baroda House, New Delhi, with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly, under advice to this office in an interleaved copy. It is further requested that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy/ of the Index Plan and Section may also be sent to this office.

/each

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

(131)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 80/WDO/SD/10 New Delhi, dt.23-2-88.

The General Manager,
C, E, NE, S and SE. Railways.

Sub: Height of B.G. passenger platforms.

Please refer to this office letter of even number dated 20-8-87 on the above noted subject(copy enclosed for ready reference). As no reply from your railways has so far been received inspite of reminder of even number dated 17-11-87, it is requested that the necessary reply may please be expedited without any further delay.

(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

(132)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 80/WDO/SD/10 N.Delhi, dt.20-8-87.

The General Manager,
All Indian Railways.

Sub: Height of B.G. passenger platforms.

As per the existing policy at para I page 13 of B.G. Metric Schedule of Dimensions (1973) any infringements to Schedule-I should be applied for by the railways for condonation through CRS/CCRS. Item 4 & 5 of Chapter-II of the B.G. Schedule prescribe the platform heights as under :-

	Height above R.L. in mm Min.	Max.
High level platform	760	840
Low level platform	0	455

In other words platforms having a height between 455 mm and 760 mm above R.L. form an infringement to the Schedule. CRS/Central Circle under his letter No. 1428 dated 18-11-85 (copy enclosed) has raised the issue that in planned regrading of platform lines and unplanned lifting of track on platform lines over the years, instances of such infringements have occured and platform heights between 455 mm and 760 mm have been provided. Similarly, in the extension of high level platforms by rail level platforms and dishing of high level platforms down to rail level platforms in order to provide easy access from one platform to another in the absence of a F.O.B. such infringements are caused. As per the existing practice condonation of such infringements is applied for by the railway through CRS/CCRS to Railway Board. As there may be numerous cases of such infringements on Indian Railways on the Broad Gauge, CRS Central Circle has desired that an amendment may be issued in the B.G. Schedule to authorise CRSs to sanction such infringements. Your considered views on the question of empowering CRSs to sanction such infringements may please be sent for the information of the Board.

As the necessity of classifying high level and low level platforms in the B.G. Schedule against item 4 & 5 Chapter-II is not readily available it would really be helpful if you could throw some light on this issue.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

(133)

No. 80/WDO/SD/10 New Delhi, dt. 20-8-87.

Copy to Director General (Civil), R.D.S.O., Lucknow for information and necessary action. It is requested that R.D.S.O's considered views on the subject as outlined in the body of the letter may please be furnished to enable the Board to decide the issue.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

(134)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/SR/8 N.Delhi, dt. 19-2-88.

The General Manager(Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: One time movement of WAG 6A, WAG 6B and WAG 6C Locomotives from Calcutta Docks to Visakhapatnam (Waltair) Electric Loco Shed BG Route-Condonation of infringements.

With reference to your three applications bearing Nos. G/Loco/WAG6/WAG6A dt. 12-11-87, G/Loco/WAG6/WAG6B dt. 12-11-87, G/Loco/WAG6/WAG6C dt. 12-11-87 sent through the Chief Commissioner of Railway Safety Lucknow, and Chief Electrical Engineer, South Eastern Railway's note dated 17-2-88, Ministry of Railways sanction the infringements to item 7, 9(b) of Chapter-IV C and profile of maximum moving dimensions of 1929 as shown in drg. No. 1-A and others for WAG 6A Electric locos having an axle load of 20.5t to RDSO Drawing No. SK.DL-3998 Alt(a) and also sanction the infringements to item No. 9(b) of Chapter-IV C and profile of maximum moving dimensions of 1929 as shown in diagram No. 1A and others of BG Metric Schedule of Dimensions (1973) for WAG6B and WAG6C Electric Locos having an axle load of 20.5t to RDSO'S drawing No. SK.DL-3999 Alt.(a) and SK.DL-4000 Alt(a) respectively. The sanction is subject to the condition that the pantograph and the lightening arresters of WAG6A locomotives are removed when these locos are proposed to be moved on non-electrified sections.

The sanction for single movement of the above locomotives ex. Calcutta Docks to Visakhapatnam (Waltair) will however, be issued by the HODs of your railway in terms of para 2.6.1 of policy circular No. 6 issued under Board's letter No. 73/WDO/SR/9/0/ dated 8-6-80.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

P.T.O.

(135)

No. 88/CEDO/SR/8 New Delhi, dt. 19-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(3)/82 dated 10-2-88.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta 700 001 with reference to his letter No. 784 dated 13-12-87.

3. The Director Standards (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(136)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.83/WDO/RO/1/O

New Delhi, dt.19.2.1988.

To

The Chief Project Manager,
Railway Electrification,
South Central Railway,
VIJAYAWADA.

Sub: Energisation of the yard lines which do not have a direct connection to the main lines on which passenger trains run.

Ref: Your office letter No.E.252/VBRE/4039/ Vol.II dated 22.9.1987.

******

With reference to your above quoted letter, this is to bring to your notice that instructions have already been issued under this office letter of even number dated 26.7.1985 under which it has been clarified that Chief Electrical Engineers of the Railways are empowered/authorised to sanction introduction of electric traction on small sidings like Hot axle siding, Top Lines and shunting neck etc., which are not directly connected to through lines on which passenger trains run.

OHE of the yard lines not having a direct connection to the Main lines on which passenger trains run and which are meant only for dealing with Goods trains and not any passenger train may be deemed to have been covered under the word 'etc.' appearing after shunting neck in the letter dated 26.7.1985.

(ARIMARDAN SINGH)
JT. DIRECTOR CIVIL ENGINEERING(G)
RAILWAY BOARD

No.83/WDO/RO/1/O

New Delhi, dt.19.2.1988.

Copy forwarded for information to:-

1. The CCRS, NE Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No.RS.9-T(1)/80 dated 4.2.1988. with 25 extra copies.

....2 contd.

2) The General Managers, Central, Eastern, Northern, Southern, South Central, South Eastern Railway & Western Railway.

3) The General Manager/RE/Allahabad.

4) Electrical Branch, Room No.118, Rail Bhawan, New Delhi. They may please see and issue necessary correction to para 1508 of AC Traction Manual.

5) CE-I branch, Room No.132-A, Rail Bhawan, New Delhi, They may please see and issue necessary correction to para 2102(J) of Ways and Works Manual.

6) Director, Railway Electrification, Railway Board, New Delhi and Director, Electrical Engineering, Railway Board, New Delhi for information.

(ARIMARDAN SINGH)
for Secretary, Railway Board.

Copy of Chief Project Manager, Railway Electrification, Vijayawada, South Central Railway's letter No.E.252/VERE/4039/ Vol.II dated 22.9.1987.addressed to Secretary, Rly.Bd. New Delhi

Attention: Shri.G.P.Garg, JDCE(G)

Sub:- Commissioner of Railway Safety's sanction to introduction of electric traction on Railways -Delegation of powers.

Ref:- Jt.Director/Civil Engg(G) Railway Board/ NDLS's letter No.83/WD0/R0/1/0 dated 26.7.85.

With reference to above, you are requested to clarify whether the OHE of the yard lines which do not have a direct connection to the main lines on which passenger trains run, can be energised with only the sanction of CSE of Open line provided such yard lines are meant only for dealing with goods trains and not with any passenger trains.

Sd/-
(M.T.Prabhakar)
Chief Project Manager/Railway Electrification/Vijayawada.

(138)

18-02-1988

No. 88/CEDO/SD/1 Feb. 18th 88.

The Chief Project Manager,
Railway Electrification,
Kota - 324 002.

Sub: Condonation of infringements to moving dimensions.

Ref: Application No. GR/RE/EL/26/4 dated 10-10-87.

As the application for condonation of infringements is required to be sent through CRS/ CCRS, it is requested that your above quoted application may please be sent to Secretary (Civil Engg.), Railway Board, New Delhi duly routed through CRS/ CCRS to enable this office to issue the sanction for condonation of infringements.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

(139)

No. 88/CEDO/ORI/2 New Delhi, dt. 16-2-88.

The Chief Commissioner of Railway Safety,
N.E. Railway Office Compound,
Ashok Marg,
Lucknow.

Sir,

Sub: Opening of the second line between Talavli and Thuria (Km. 755.13 and 744.20) stations on the Kota Division of Western Railway.

With reference to your Endorsement No. RS.10-T (4)/87, dated 04-01-88, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the above section for the public carriage of passengers as per his letter No. 16-5/249/H/96 dt. 06-11-87.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA/Nil.

No. 88/CEDO/ORI/2 New Delhi, dt. 16-2-88.

Copy forwarded for information to :-

1. The Commissioner of Railway Safety, Western Circle, Bombay w.r.t. his letter No. 16-5/249/H/96 dated 06-11-87.

2. The General Manager, Western Railway, Bombay with the request that suitable action on CRS's recommendation and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advise to the Railway Board in an interleaved copy. It is further requested that the date of the opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One copy of the Index plan and Section may also be sent to this office.

(Arimardan Singh)
for Secretary, Railway Board.

(140)

No. 85/WDO/ORI/2. 16-2-88

To

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub:- Opening of New Broad Gauge Damjur - Bargachia Section Electrified for 25 kV AC Electric Traction for Passenger Traffic.

Please refer to Endorsement No.2 of this office letter of even number, dated 15-2-85 (Copy enclosed for ready reference) under which South Eastern Railway was asked to advise Commissioner of Railway Safety, South Eastern Circle of the action taken on the recommendations and suggestions referred to in his report prior to the opening of the above line under advice to this office. It is however not known to if the necessary action has so far been taken by your railway and CRS advised accordingly since no reply has so far been received from your railway inspite of reminders dated 27-9-85, 16-1-86 and 7-10-86. In case a reply has already been sent to CRS, a copy of the same may please be sent to this office immediately alongwith the date of opening of the above section.

The receipt of this letter may please be acknowledged.

(Arimardan Singh)
Jt. Director Civil Engg.(G),
Railway Board.

S.No 2
141

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
******

No. 88/CEDO/SD/1 New Delhi, dt. 16-2-88.

The Chief Signal and Telecom. Engineer,
Railway Electrification,
Bhopal.

Sub: Approval of infringements in connection with introduction of Multi-aspect colour Light signalling at Agasod on Jhansi-Bina Section of Central Railway.

With reference to your letter No. CPM/B/SIG/28 dated 14-12-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to seven signal structures to item 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) as indicated in Form - XI/Annexure-A accompanying your letter referred to above. It is noted that the blanking arrangements will be provided for signal ladders which are located at a distance less than 2360 mm.

This sanction is not applicable to running of 3660 mm(12'-0") wide EMU Stock.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 88/CEDO/SD/1 New Delhi, dt. 16-2-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(2)/84-Vol. II dt. 12-1-88.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 1477 dated 9/21-12-87.

(Arimardan Singh)
for Secretary, Railway Board.

(142)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No.87/WDO/SR/14 N.Delhi, dt. 16-2-88.

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Sanction for empty underframe movement of Phosphoric Acid Tank Wagons on the entire B.G. sections of South Eastern Railway.

With reference to your application No.G/TANK WAGON/Pt. 5 dated 7-10-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item No. 13(L) Chapter-IV 'A' of the BG Metric Schedule of Dimensions (1973) involved in the movement of empty underframes of bogie phosphoric acid tank wagons to RDSO's drawing No. WD-84064-S/22 (Alt. Nil) as detailed in Form -XI accompanying your application referred to above.

The sanction for single movement of the above underframes shall however be issued by HODs of your railway in terms of para 2.6.1 of policy circular No .6 issued under Board's letter No. 73/WDO/SR/9/0 dt. 6-6-80. The sanction applied for by South Eastern Railway for movement of complete bogie phosphoric acid tank wagon under their application No. G/Tank Wagon/Pt. 5 dated 3-11-87 is however under consideration of this office and will be issued only after taking into account para (a) and (b) of Chief Commissioner of Railway Safety, Lucknow's letter No. RS. 17-T(1)/82-Vol. V (D) dated 19-11-87.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.
New Delhi, dt. 16-2-88.

No. 87/WDO/SR/14

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(1)/82 Vol. V(D) dt. 19-11-87.

2. The Commissioner of Railway Safety, S.E. Railway, 14, Strand Road, 12th Floor, Calcutta 700 001 with reference to his letter No. 721/250/Z-36 dated 13-10-87.

(Arimardan Singh)
for Secretary, Railway Board.

(143)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 87/WDO/SR/13 New Delhi, dt. 16-2-88.

The General Manager(Engg.),
Eastern Railway,
Calcutta - 700 001.

Sub: Movement of underframes of bogie tank wagon type 'BTALN' on its own wheels for TEXMACO work siding/Agarpara/Sodepur to Bombay.

With reference to your application No. W.591/8/2 Vol. II/698 dated 7-1-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item No. 13(b) Chapter-IV'A' of the BG Metric Schedule of Dimensions (1973) involved in the movement of underframe of Bogie Ammonia Tank Wagon type 'BTALN' to RDSO's drawing No. WD-84058-S/04 Alt. 1 as detailed in Form-XI accompanying your application referred to above.

The sanction for single movement of the above underframes shall however be issued by the HODs of your railway in terms of para 2.6.1 of policy circular No. 6 issued under Boards letter No. 73/WDO/SR/9/0 dated 8-6-80.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 87/WDO/SR/13 New Delhi, dt. 16-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.18-T(16)/82 dated 20-1-88.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor with reference to his letter No. 833 dated 8-1-88.

3. The Director General (Wagon), R.D.S.O., Lucknow. A reply to this office letter of even number dated 8/11-1-88 may please be sent early to enable this office to consider the issue of the sanction for running of 'BTALN' wagons.

(Arimardan Singh)
for Secretary, Railway Board.

(144)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 88/CEDO/SR/3 New Delhi, dt. 16-2-88.

The General Manager,
Northern Railway,
New Delhi.

Sub: Movement of underframes of 'TPGLR' on Mughalsarai - Allahabad section of Northern Railway.

With reference to your application No. SM-W/456 dated 14-11-86 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item 13(a) of Chapter-IV-A of the BG Metric Schedule of Dimensions (1973) involved in the movement of 'TPGLR' underframes to RDSO's drawing No.WCS-7205-S/53 Alt. 5.

The sanction for single movement of the 'TPGLR' underframes shall however be issued by HODs of your railway in terms of para 2.6.1 of policy circular No. 5 issued under Board's letter No. 73/WDO/SR/9/0 dated 8-6-80.

(Arimardan Singh)
Jt. Director Civil Engg. (G),
Railway Board.

No. 88/CEDO/SR/3 New Delhi, dt. 16-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol. V dt. 21-1-88.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow w.r.t. his letter No. 80/1339/4 Wheeled tank wagons type dated 17-12-87.

3. The Director General (Wagon), R.D.S.O., Lucknow. It may please be advised if the design of 'TPGLR' wagon has the approval of Chief Inspector of Explosives, Nagpur or not. In case the approval is already available, a photocopy of the same may please be sent for information of this office alongwith a copy of the pamphlet if any issued by RDSO showing the Dos and Don'ts to be followed in case of any accident on 'TPGLR' wagon due to leakage/spillage of liquid petroleum gas.

(Arimardan Singh)
for Secretary, Railway Board.

(145)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
****

No. 87/WDO/SR/14 N.Delhi, dt. 16-2-88.

The General Manager(Engg.),
Eastern Railway,
Fairlie Place,
Calcutta.

Sub: Movement of Phosphoric Acid wagon underframes (i) From Texmaco Work Siding Agarpara/Sodepur to Cimco (Bharatpur), (ii) Texmaco Ltd., Sodepur Bombay (via DDN-CCR-CC Link-SYDL-TPKR) enroute Bombay.

With reference to your application No. W.591/82/Vol. II/698 dated 7-1-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item No. 13(b) Chapter-IV'A' of the BG Metric Schedule of Dimensions (1973) involved in the movement of underframes of phosphoric acid tank wagons to RDSO's drawing No. WD-84064-S/22 (Alt. Nil) as detailed in Form-XI accompanying your application referred to above.

The sanction for single movement of the above underframes shall however be issued by HODs of your railway in terms of para 2.6.1 of policy circular No.6 issued under Board's letter No. 73/WDO/SR/9/0 dated 8-6-80.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 87/WDO/SR/14 New Delhi, dt. 16-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 18-T(16)/82 dated 20-1-88.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001, with reference to his letter No. 832 dated 8-1-88.

(Arimardan Singh)
for Secretary, Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

(146)/0

No. 87/WDO/SD/11 New Delhi, dt. 16-2-88.

The General Manager,
Southern Railway,
Works Construction Branch,
Madras - 600 008.

Sub: Proposed doubling of track between Tambaram and Chengalpattu Junction in Madras Division - Height of the passenger platform for the proposed passenger platform at stations regarding.

With reference to your letter No. W.262/XXII/1/CN dated 27-2-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item 5 Chapter-II of M.G. Metric Schedule of Dimensions(1963) in connection with provision of 685mm high level M.G. platforms at the following stations as shown in Form XI accompanying your letter referred to above.

1. Tambaram
2. Perungalattur Halt
3. Vandalur
4. Urappakkam Halt
5. Guduvancheri
6. New Train Halt
7. Kattangulattur
8. Singaperumalkoil
9. Paranur Halt.

The sanction is subject to suitable steps being taken by Southern Railway to ensure that any foot board travellers do not get hurt. To ensure this southern Railway will have to caution passengers at Tirumani, Ottivakkam, Reddipalaiyam and pallur, stations with regard to hazards to be faced by foot board travellers of North bound trains beyond Chengalpattu. The question of foot board travel for South bound trains should however not arise as the passenger entrain from the existing 685 mm high level platforms.

(J.S. MUNDREY)
Executive Director Civil Engineering,
Railway Board.

(146)/(2)

No. 87/WDO/SD/11 New Delhi, dt. 16-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his letter No. RS. 18-T(1)/84 dated 8-1-88.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009 with reference to his letter No.2606 dated 11-3-87.

(J. SUNDREY)
for Secretary, Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD

(147)

No. 88/CEDO/BS/1. New Delhi, Dated 15 - 2 - 1988.

To

The Chief Engineer (Construction),
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub:- Jukehi - Mankpur Doubling
Jaitwar - Chitahra Section -
Existing 3/1.20m RCC Slab Bridge
No.1214/1 to be extended by 3/1.20 m
RCC Slab on both Up and Down Stream side
@ Ch.1214072 at KMs.1214/2-3.

Ref:- Your office letter No.EW.223/W.27/HR
dated 28/29-12-1987.

With reference to your above quoted letter sent through the Chief Commissioner of Railway Safety Lucknow the Ministry of Railways sanction the provision of existing vertical clearance of (-)80mm only against the required minimum vertical clearance of 600mm and the reduced free board of 40 mm as against the minimum required free board of one metre as per Sub Structure Code on Bridge No.1214/1 located at Chitahra Yard on Jukehi-Mankpur Doubling on Jaitwar-Chitahra Section of Central Railway as stated in your letter referred to above.

(A.K.Mehrotra)
Joint Director Civil Engineering (R&S)
Railway Board.

No. 88/CEDO/BS/1. New Delhi, dated 15-2-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(2)/84-Vol.II dated 19.1.1988.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter 1540 dated 30/12/87.

(A.K.Mehrotra)
for Secretary Railway Board.

R.N./CEDO/10.2.88.

(148)

No. 81/WDO/ORI/23. 8 -2- 88.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of electrified Kankurgachi Chord High Level Goods Lines from Kankurgachi Jn. Cabin to Ballygunge Jn.(7.08 Kms.) in Sealdah Division of Eastern Railway. for Public Carriage of Passengers.

Ref:- Your office letter No.W.415/1 dated 29th September' 1986.

Please refer to the remarks given against para 3(b of Board's letter No.83/WDO/SD/4 dated 13/14.6.83 enclosed with your above quoted letter. The sanction for condonation of infringements on Bridge No.x/23 and x/26 was issued only for a limited period of two years and the railway was required to remove the infringemen within this period in terms of para 3(b) of Board's letter No.83/WDO/SD/4 dated 13/14.6.83. It is therefor requested that the latest position in regard to removal of infringements on the above two bridges may please be advised early.

(D.N.Machiwal)
for Executive Director Civil Engineering,
Railway Board.

(149)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 88/WEDO/SR/1 New Delhi, dt. 4-2-88.

The General Manager (Works),
Central Railway,
Victoria Terminus,
Bombay.

Subject: Sanction for running of M/s BHEL Bhopals 20-axle BG special wagon 'Q-85' in empty as well as in loaded condition when loaded with 250t 'ASEA' Transformers on various B.G. sections over Central Railway.

With reference to your application No. T 607/M-3/WY/BR/XII dt. 17-12-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the introduction of M/s BHEL Bhopal's 20-axle B.G. special wagon 'Q-85' to RDSO's drawing No. WD/86005/S/21 (Alt.3) having a maximum axle load of 18.5t and a minimum wheel dia of 860 mm (condeming size) on the following BG sections:-

1. Naini - Manikpur - Jhansi.
2. Bhopal - Bina - Jhansi - Agra Cantt. - Mathura - Tuglakabad.

The sanction of infringements to item No. 16, 17, 19(b), 20(b) and 21(b) of Chapter-IV'A' and the profile of Maximum moving dimensions 1929 as shown in diagram No. 1A and other of the BG Metric Schedule of Dimensions (1973) involved in the design of M/s BHEL Bhopal's 20-axle BG special wagon 'Q-85' as detailed in Form - XI accompanying your application has however already been issued under Board's letter No. 787/WDO/SR/3 dt. 2-4-87 subject to the condition that the wagon will move only as an ODC in special train formation in empty and loaded condition both.

Necessary sanction for movement of this wagon in empty as well as loaded condition will therefore be seperately obtained from the competent authority on the railway each time whenever the wagon is required to be moved either in empty or loaded condition.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(150)

No. 88/CEDO/SR/1 New Delhi, dt. 4-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 Vol.V dt. 4-1-88.

/Central Circle 2. The Commissioner of Railway Safety, /2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No. 1506 dated 21-12-87.

3. The Director General (W), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(151)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
*****

No. 86/WDO/SR/18 New Delhi, dt. 4-2-88.

The General Manager (Engg.),
Northern Railway,
Baroda House,
New Delhi.

Sub: Introduction of WDS-4D class of shunting locomotives on N. Rly.

With reference to your application No. 519.W/462 dated 3-7-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WDS-4D class diesel hydraulic locomotives O-C-O type having an axle load of 20t ± 3%, fitted with 700 HP MAK diesel engine model 6M 282(AK) and with transmission of L4r2U model as shown in RDSO's sketch No. SK. DP-679 Alt. 2 on the following sectionsat a maximum speed mentioned against each section :-

Section	If speedometers are provided (in kmph)	If speedometr are not provi (in kmph)
1. Ghaziabad - Mughalsarai	60	40
2. Delhi - Ghaziabad	60	40
3. Ghaziabad - Saharanpur	60	40
4. Delhi - New Delhi	40	40
5. New Delhi - Sahibabad (via GAL)	60	40
6. New Delhi - Subzimandi	35	35
7. Subzimandi - Ambala Cantt.	60	40

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of the conditions/stipulations made in the Joint Safety Certificate and in all other certificates accompanying your application referred to above. The sanction for the remaining sections will however, be issued by CRS/Northern Circle under his own powers in terms of his letter No. 320/1339/WDS 4D dated 15-12-87.

P.T.O.

(152)

The Ministry of Railways also sanction the infringements to item No. 11(ii) and 12 of Chapter-IV (C) of B.G. Metric Schedule of Dimenisons (1973) as shown in Form - XI accompanying your letter referred to above.

(Arimardan Singh)
Joint Director Civil Engginering (G),
Railway Board.

No. 86/WDO/SR/18 New Delhi, dt. 4-2-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(4)/82 Vol. II dt. 10-11-87.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 65/1339/WDS-4D dated 15-12-87.

3. The Director Standards (Motive Power), RDSO, Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(153)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
*****

New Delhi, dt. 4-2-88.

No. 88/CEDO/SR/2

The Director General (Civil),
R.D.S.O.,
Lucknow.

Sub: Development of 8-axle B.G. bogie well wagon for M/s BHEL Hardwar-Condonation of infringements.

With reference to your application No. CT/CS/SHFW/BHEL dt. 10/14-9-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements to BG Metric Schedule of Dimensions (1973) involved in the design of 8-axle BG bogie well wagon for M/s BHEL to RDSO's drawing No. WD-87023-S-02 (Alt.3) as detailed in Annexure-I accompanying your application referred to above. RDSO will however take into consideration their letter No. CT/CS/SHFW/BHEL dt. 7/7-12-87 in reply to CCRS/Lucknow's querries raised in his letter No. RS.18-T(7)/84 dated 26-10-87, while issuing the speed certificate for the running of above wagon.

Sl. No.	Clause No. of Chapter IVA	Description	Dimensions as per Schedule (mm)	Dimensions as per drawing (mm)
1.	13(b)	Max. height above R.L. for centres of buffers for unloaded vehicles with ABC couplers.	1080	1105
2.	17	Max. distance apart of bogie centres for bogie vehicles 3250mm wide.	14785	17960 2616 ~~18469~~
3.	20(b)	Max. length of underframe over headstocks-bogie vehicles 3250mm wide.	21030	
4.	21(b)	Max. length over side buffers - Bogie vehicles 3250 mm wide.	22300	27442

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board.

(154)

No. 88/CEDO/SR/2 New Delhi, dt. 4-2-88.

Copy forwarded to the Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No. RS.18-T(7)/84 dated 4-1-88.

(Arimardan Singh)
for Secretary, Railway Board.



(155)

No. 86/WDO/ORI/12 Feb. th 88.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehradun.

Sub: Jujharpur - Kiratgarh Doubling Opening of New down main line between Jujharpur-Kiratgarh Station for Passenger Traffic.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 29-3-86.

Railway Board D.O. No. PS/C/164 ; PS/C/164/1.

(Arimardan Singh)
for Secretary, Railway Board.

No. 86/WDO/ORI/12 New Delhi, dt. Feb. th 1988.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No. 413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and section.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(156)

No. 85/WDO/ORI/7 Feb. th 88.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehradun.

Sub: Opening of B.G. Electrified IIIrd Line between Simachalam North and Kottavalasa of Waltair Division for Public Carriage of freight and Passenger Traffic.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 28-9-85.

Railway Board D.O. No. PS/W/119 ; PS/W/119/1.

(Arimardan Singh)
for Secretary, Railway Board.

No.85/WDO/ORI/7. New Delhi, Dated -2-88.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhavan, New Delhi alongwith a copy of the Index Plan and Section.

(Arimardan Singh)
Jt.Director Civil Engineering(G),
Railway Board.

(157)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No. 87/CEDO/SR/22

New Delhi, dt. 25-1-88.

The General Manager(Engg.),
Eastern Railway,
Calcutta.

Sub: Introduction of Mobile Flash Butt Welding Machine - K 355 APT over Eastern Railway-in regular Track Maintenance Services.

With reference to your application No. W.552/12 dated 10-11-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways, for track maintenance services, sanction the rugular running/Mobile Flash Butt Welding Machine K-355 APT manufactured by Plasser India Ltd. as per Drawing No. EDO/T/2129 with maximum axle load 11.5 t on the undernoted sections of your railway at a maximum permissible speedof55 kmph on its own power and 45 kmph when running in train formation subject to sectional speed and all other permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and compliance of additional restrictions as indicated in your joint safety certificate No. 39/87. The sanction is further subject to the observance of conditions/ stipulations as mentioned in all other certificates accompanying your application referred to above.

Sl. No.	Section	Max. permissible speed of welding machine (in kmph)
1.	Howrah - Barddhaman (via) Main Line/Chord line	i) 55 kmph on its own power and,
2.	Barddhaman - Sitarampur (via) main Line.	ii) 45 kmph when running in train formation.
3.	Sitarampur - Mughalsarai (via) Main Line/Chord Line.	
4.	Khana - Kiul (via SBG Loop)	
5.	Kiul - Malda Town (via Barharwa)	
6.	Khana - Malda Town (via Gumani Link)	
7.	Gomoh - Barkakana - Garwa Road - Sonnagar.	

P.T.O.

(158)

The Ministry of Railways also sanction the infringements to item No. 2(ii), 16 and 18(ii) of Chapter-IV (A) of the BG Metric Schedule of Dimensions (1973) involved in the running of above Mobile Flash Butt Welding Machine as detailed in Form - XI accompanying your letter referred to above.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

New Delhi, dt. 25-1-88.

No. 87/CEDO/SR/22

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow with reference to his endorsement No. RS. 17-I(1)/82 Vol. V(E) dt.30-11-87.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 707/3620/87 dt. 12-11-87.

3. The Director General (Civil), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(159)

No. 87/WDO/ORI/13 Jan, 25 th 88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehradun.

Sub: Opening of the Second line between Palsora Nakrawan and Unhel(Km.26.41 & 17.80) stations on Ratlam Division of Western Railway for the Public carriage of passengers.

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 20-5-1987.

Railway Board D.B. No. PS/W/119 ; PS/W/119/1.

(Arimardan Singh)
for Secretary, Railway Board.

No. 87/WDO/ORI/13 New Delhi, Jan. 25 th 88.

Copy forwarded for information and necessary action to Statistical Drawin Branch, Room No. 413, Rail - Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

S.M-5

160/1

No. 82/WDO/SD/23 Jan, 20/21th 88.

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub: Electrification of Ajni Yard siding lines and Ward Yard in Nagpur - Bhusawal section on 25 KV AC - Administrative approval for adoption of setting distance below 2.36 m for the OHE structures.

Ref: Your letter No. CPM/N/EL/T/28 dated 13-11-87.

Extracts of sub para under para 9 of the forwarding letter at page 8 of BG Metric Schedule of Dimensions (1973) are reproduced below :-

> "Tunnels through and semi through Girder bridges" should be adopted for all structures and not only for Tunnels and through Girder bridges at the time of new construction or additions/alterations to the existing structures. If, however, in cases where 3660 mm (12ft.0 in.) stock is not expected to be introduced, and adoption of these dimensions would entail heavy expenditure, an administrative reference should be made to the Board, individually in each case, before execution of the work, for adopting less clearances.

From the above it is very much clear that administrative approval from the Board is required to be taken only in cases where 3660 mm (12ft. 0in.) wide stock is not expected to be introduced. As such in cases where 3660 mm(12ft. 0in.) wide EMU stock is required to be run by the railways, the sanction for condonation of infringement has to be applied for in the normal manner to Secretary (Civil Engg.), Railway Board. i.e. through CRS/CCRS.

It is therefore requested that revised application may please be processed accordingly.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

S.W.G. (160)/(2)

No. 82/WDO/SD/23 Jan. 20th 88.

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub: Electrification of Bhusawal Yard on 25 KV AC - Administrative approval for adoption of setting distance below 2.36 m for the OHE structures.

Ref: Your letter No.CPM/N/EL/T/28/[illegible] dated 4-1-88.

Extracts of sub para under para 9 of the forwarding letter at page 8 of BG Metric Schedule of Dimensions(1973) are reproduced below :-

> "Tunnels through and semi through Girder bridges" should be adopted for all structures and not only for Tunnels and through Girder bridges at the time of new construction or additions/alterations to the existing structures. If, however, in cases where 3660 mm (12 ft. 0in.) stock is not expected to be introduced, and adoption of these dimensions would entail heavy expenditure, and administrative reference should be made to the Board, individually in each case, before execution of the work, for adopting less clearances.

From the above it is very much clear that administrative approval from the Board is required to be taken only in cases where 3660 mm (12ft. 0 in.) wide stock is not expected to be introduced. As such in cases where 3660 mm (12 ft. 0in.) wide EMU stock is required to be run by the railways, the sanction for condonation of infringement has to be applied for in the normal manner to Secretary (Civil Engg.), Railway Board i.e. through CRS/CCRS.

It is therefore requested that revised application may please be processed accordingly.

(Arimardan Singh)
Joint Director Civil Engineering(S),
Railway Board

S.R.L. (161)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
******

No. 82/WDO/ODC/1 New Delhi, dt. 15-1-88.

The General Manager (Works),
Eastern Railway,
Fairlie Place,
Calcutta.

Sub: Speed for movement of over sized consignments - 'A' and 'B' class.

Please refer to Board's letter of even number dated 14-9-82 (copy enclosed) on the above noted subject, the receipt of which has not so far been acknowledged by your railway inspite of this office reminders of even number dated 31-5-84, 14-9-84, 29-8-85 and 17-7-87. It is therefore requested that necessary recipt may please be acknowledged without any further delay.

(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

DA: As above.

(162)

J.S. Mundrey,
Executive Director Civil Engineering.

New Delhi.

D.O. No. 87/WDO/SR/7

Jan 14th 88.

My dear Anand,

Sub: Running of B.G. open coal hopper wagon on Mughalsarai to Vindhayachal section of Northern Railway.

Ref: Your letter No. 519.W/469 dt. 18-5-87.

- - -

please refer to Joint Director Civil Engineering (G)'s letter of even No. dated 4-8-87 (copy enclosed for ready reference). A reply to this letter from General Manager, Northern Railway is still awaited inspite of reminders of even number dated 24-9-87 and 14-10-1987. I shall therefore be thankful if you could get the necessary reply expedited to enable this office to issue the sanction for running of B.G. open coal hopper wagon on Mughalsarai to Vindhayachal section of Northern Railway in empty condition.

With best wishes,

Yours sincerely,

(J.S. Mundrey)

DA: As above.

Shri Y.P. Anand,
Chief Engineer,
Northern Railway,
New Delhi.

(163)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 87/WDO/SR/14 New Delhi, dt. 12-1-88.

The General Manager (Engg.),
Central Railway,
Victoria Terminus,
Bombay.

Sub: Sanction for movement of underframes of Phosphoric Acid Tank Wagons on various B.G. section over Central Railway.

With reference to your application No. T.607/M.4/WY/BR dated 5-10-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement to item No. 13 (b) Chapter-IV(A) of the B.G. Metric Schedule of Dimensions (1973) involved in the movement of underframes of phosphoric acid tank wagons to RDSO's drawing No. WD-84064-S/22 (alt. nil) as detailed in Form-XI accompanying your application referred to above.

/single The sanction for/movement of the above underframes shall however be issued by HODs of your railway in terms of para 2.6.1 of Policy Circular No. 6 issued under Board's letter No.73/WDO/SR/9/0 dated 8-6-80. The sanction applid for by Central Railway under their application No. T.607/M-4/WY/BR dated 6-10-87 is however under consideration of this office and will be issued only after taking into account para (a) and (b) of CRS/Central Circle's letter No.1205 dated 7-10-87.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

No. 87/WDO/SR/14 New Delhi, dt. 12-1-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow w.r.t. his endorsement No. RS. 17-T(1)/82 Vol.V(A) dated 19-11-87.
2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay w.r.t. his letter No. 1205 dated 7-10-87.
3. M/s Godavari Fertilizers and Chemicals Limited, C-23, Defence Colony, New Delhi - 110 024, w.r.t. their letter No. GFCL/DKI./51 dated 9-12-87.

(Arimardan Singh)
for Secretary, Railway Board.

(164)

J.S. Mundrey,
Executive Director Civil Engineering.

D.O. No. 87/WDO/SR/12

New Delhi,
Jan. 12 th 88.

My dear Anand,

Sub: Running of empty movement of 8 axle special B.G. wagon of M/s "FPDIL" Sindari on Northern Railway.

Ref: Your application No.519.W/392 dated 7-12-82.

- - -

Please refer to Joint Director Civil Engineering (G)'s letter of even No. dated 16/17-7-87 (copy enclosed for ready reference). A reply to this letter from General Manager, Northern Railway is still awaited inspite of reminders of even No. dated 24-9-87 and 14-10-87. I shall therefore be thankful if you could get the necessary reply expedited to enable this office to issue the sanction for running of 8-axle special wagons of M/s 'FPDIL' Sindari at an early date.

With best wishes

Yours sincerely,

(J.S. Mundrey)

DA: As above.

Shri Y.P. Anand,
Chief Engineer,
Northern Railway,
New Delhi.

(165)

No.84/WDO/CRS/IR/1. 27 - 1 - 88.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Inspection Report on Eastern Railway (Dhanbad Division) for the year ending 31.3.1984 - Part-II.

Ref:- Your office letter No.W.285/2/4(84) dated 1-1-1988.

It is seen from your above quoted letter that the compliance report in respect of item 8 to 14 of Commissioner of Railway Safety, Eastern Circle, Calcutta's above noted inspection report has not so far been furnished to this office. The same may therefore be expedited.

The review of the matter concerning item 5.1 and 5.1.1 must have been completed by now. Your comments on item 5.1 and 5.1.1 may therefore be expedited without any further delay.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(166)

No.88/WDO/ORI/2. 25-1-88.

To

The General Manager,
Western Railway,
Bombay.

Subject:- Opening of the Second line between Talavli and Thuria (Km:755.13 and 744.20 stations on Kota Division of Western Railway.

Reference:- CRS, Western Circle, Bombay's letter No. 16-5/249/H/96 dated 06/11/87 and CCRS, Lucknow's letter No.RS.10-T(4)/87 dated 4/1/88.

****

It may please be advised for information of this office if Talavli and Thuria stations after laying of the second line have high level platforms without FOB. In double line sections with even one of the passenger platforms being a high level platform FOB would be necessary; at least suitable path at each end of platform has to be provided till FOB is provided.

(DEB BURMAN)
Excutive Director Land Management,
Railway Board.

(167)

No. 85/WDO/ORI/17. 25-1-1988.

To

The Chief Engineer(C) South,
South Central Railway,
Secunderabad.

Sub:- Krishna Bridge (44 x 19M span) and Parvati Katti Nullah (14 x 18.3 + 2x45.7 M span) on Almatti Main diversion in Gadag-Solapur section - Increasing permissible wind speed 50 KMPH for allowing trains on bridges.

As your office letter No.W/Con/347/H/18/Vol.III dated 18.11.87 on the above noted subject does not appear to have been received in this office so far, it is requested that a photo copy of the same may please be sent to this office immediately.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(168)

No. 85/WDO/ORI/15 Jan.25th 88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub: Opening of the doubling between Sanand and Chharodi station on Ahmedabad - Viramgam B.G. section of Western Railwy.

I am directed to forward herewith one copy of the Index plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 12-2-85.

Railway Board D.B. No. PS/W/115 ; PS/W/115/1.

(Arimardan Singh)
for Secretary, Railway Board.

No. 85/WDO/ORI/15 New Delhi, Jan.25th 88.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No. 413, Rail - Bhawan, New Delhi alongwith a copy of the Index plan and Section.

D/C

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board

(169)

No. 86/WDO/ORI/15 Jan 25th 88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub: Opening of the new secton line between Jakhwada and Viramgam section on Vadodara Division of Western Railway for the public carriage of passengers.

I am directed to forward herewith one copy of the Index plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 9-9-86.

Railway Board D.B. No. PS/W/123 ; PS/W/123/1.

(Arimardan Singh)
for Secretary, Railway Board.

No. 87/WDO/ORI/13 N.Delhi, dt. Jan 25th 88.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No. 413, Rail-Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board

5.14.14 Spare (170)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
.....

No. 81/WDO/ODC/1 New Delhi, dt. 15-1-88.

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta.

Sub: Movement of Military 'C' class ODCs.

Please refer to Board's letter of even number dated 29-4-81 (copy enclosed), the receipt of which has not so far been acknowledged inspite of reminder dated 1-2-82. It is therefore requested that necessary receipt may please be acknowledged at an early date.

(D.N. Machiwal)
for Executive Director Civil Engg.,
Railway Board.

(171)

No. 88/WDO/ORI/1. -1-1988.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of Up line (BG) between Murarpur and Sutanganj stations in Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Commissioner of Railway Safety, Eastern Circle, Calcutta's letter No.661/6/I/M/87 dated 20.10.87 and Chief Commissioner of Railway Safety, Lucknow's letter No. RS.10-I(3)/87 dated 04-1-1988.

It may please be advised for information of this office if Murarpur and Sultanganj stations after laying of the second line have high level platforms without FOB. In double line sections with even one of the passenger platforms being a high level platform FOB would be necessary; at least suitable path at each end of platform has to be provided till FOB is constructed.

(A.K. DEB BURMAN)
Excutive Director Land Management,
Railway Board.

(172)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
RAILWAY BOARD

No. 86/WDO/ORI/4. New Delhi, Dated 8 - 1 - 1988.

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Opening of the newly constructed second line between Manikgarh and Rechni Road on Kazipet-Balharshah section of South Central Railway for the public carriage of passengers.

Please refer the endorsement 2 of this office letter of even number, dated 21-8-86 (Copy enclosed) and furnish the interleaved copy showing the action taken on CRS's recommendations/suggestions referred to in his report prior to the opening of the above line. The date of opening of the section mentioned below may please be intimated to this office.

1) Manikgarh - Wirur
2) Wirur - Sirpur Town
3) Sirpur Town - Sirpur Kaghaznagar
4) Sirpur Kaghaznagar - Bibra Bridge Cabin
5) Kalapet - Rechni Road.

(D.N.Machiwal)
for Excutive Director Civil Engineering,
Railway Board.

DA:-One.

(173)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)

No.87/WDO/ORI/11. New Delhi, Dated 7 - 1 - 88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Doubling of track between Pembarti and Pindial - Opening of the new double line between Pembarti and Raghunathpalli on Secunderabad - Kazipet B.G. Section of South Central Railway.

.....

I am directed to forward herewith one copy of the Index Plan and Section of the above section for information and your office record. The said section was opened to passenger traffic on 5.5.87 and 15.5.87.

(a) Pembarti and Jangaon was opened on 5/5/87

(b) Jangaon and Raghunathpalli was opened on 15/5/87.

Railway Board D.B.No.PS/SC/61 ; PS/SC/61/1.

(Arimardan Singh)
for Secretary Railway Board.

No.87/WDO/ORI/11. New Delhi, Dated 7 - 1 - 88.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(124)/(1)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

No. 86/WDO/SD/3

New Delhi, dt. 6-1-88.

The General Manager (W),
Northeast Frontier Railway,
Maligaon, GUWAHATI.

Sub: Condonation of infringement to Schedule of Dimensions in connection with extension of loops on Lumding - Badarpur section on N.F. Railway - Mupa station.

With reference to your office letter No. W/344/LCW/LB/WLI/Pt. IV (phase-II) dated 17/18-9-87 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the grade infringement to Note (b) under Item 2 of Chapter - II of M.G. Metric Schedule of Dimensions (1963 reprint) involved in connection with the above mentioned work as shown in Annexure-I enclosed. Annexure-I is based on Form-XI and CE's plan No. Y/7/86 accompanying your letter referred to above.

The Ministry of Railways also sanction the non-provision of catch siding at Badarpur end of Mupa Yard, subject to the condition that in the event of traffic developing and loads being hauled in the reverse direction due to development of trade/industries aroud Badarpur, provision of catch siding at Mupa station will be considered by your railway. N.F. Railway will therefore keep a watch on this aspect and take appropriate measures in time.

This is further subject to suitable safeguards being incorporated in the station working rules of Mupa station for safety of passengers. It is, however, noted from your earlier letter No. W/340/0/Pt.V/W-7 dated 12/13-2-87 that N.F. Railway have already obtained the necessary sanction for hauling of heavier load trains as a regular measure on Lumding - Badarpur hill section in terms of CRS/N.E. Circle's letter No. 73/227/84 dated 9-4-86 subject to observance of certain safeguards. It is also noted that CRS's sanction is based on RDSO's final report No. M.424 of April86 on the subject of haulage of heavier load trains.

(Arimardan Singh)
Joint Director Civil Engineering(G),
Railway Board.

(174) /(2)

No. 86/WDO/SD/3 New Delhi, dt. 6-1-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 19-I(2)/84 dated 30-10-87.

2. The Commissioner of Railway Safety, N.E. Circle, Gorakhpur-273 001 with reference to his letter No. 774/304/Pt. I dated 20-10-87.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Ifringement of maximum and minimum dimensions

Sl. No.	Location		Nature of structure which infringes	Prescribed maximum and minimum dimensions		Existing actual Dimension		Amount of infringement.
	Station	KM		Chapter & Item	Maximum & Minimum	Grade from CL of SB to LMG end	Grade from CL of SB to BPB end	
1	2	3	4	5	6	7	8	9
1.	Mupa	55.02	Station yard Grade infringement.	Chapter-II item 2 Note (b)	Level to 1 in 260	SB to CH.360- -Level	SB to CH. 429.21 - Level, 429.21 to 557.5 - 1 in 260, 557.5 to 734.98 - 1 in 76.	30.0 m

(521)

(176)

No. 87/WDO/ORI/13. 4 - 1 - 1988.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Opening of the Second line between Palsora Makrawan and Unhel (Km: 26.41 & 17.80) stations on Ratlam Division of Western Railway for the public carriage of passengers.

Ref:- Your office letter No. WC.635/4/7/3 dated 4.12.87.

Please refer to your office letter quoted above. The date of opening of the above said section as well as a Ferro copy of the Index Plan and Section as asked for vide this office letter of even number dated 27-7-87 may please be sent to this office at an early date.

(D.N.Machiwal)
for Executive Director Civil Engineering
ng,
Railway Board.

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
(RAILWAY BOARD)
***

(177)

No. 87/CEDO/SR/21

N. Delhi, dt. 4-1-88.

The General Manager (Works),
Southern Railway,
Madras - 600 003.

Sub: Running of WDM-7 diesel electric locomotives on various B.G. sections.

With reference to your application No.W.438/1/Vol.IX dated 4-9-1987 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the running of WDM 7 Diesel Electric Locomotive having 16.0t axle load to RDSO's sketch No. DL-3934 (Alt. Nil) at a maximum speed shown against each section in the Joint Safety Certificate No. 472 BG dt. 3-9-87. For hauling passenger trains the maximum speed will, however, be limited to 55 kmph for a period of one year. During this period the railway will observe the behaviour of these locos in working goods trains at 65 kmph. The increase in speed of these locos to 65 kmph for hauling passenger trains will be considered by CRS on receipt of your railway's report on the behaviour of these locos in working goods trains at 65 kmph. In case it is not possible to gain experience with regard to riding qualities of these locos at speed up to 65 kmph with goods trains for a period of one year, the railway will monitor the riding qualities of WDM 7 locos with a portable accelerometer placed in the locomotives hauling passenger trains at speed upto 55 kmph. The monitoring should be carried out at monthly intervals for a period of 3 months. The result of monitored runs duly analysed as per guide line laid by RDSO may be submitted by the railway to CRS for obtaining sanction for incresing the speed of passenger trains hauled by WDM 7 loco from 55 kmph to 65 kmph in two stages.

The sanction is subject to speedometers in the locomotives being maintened in good working order irrespective of whether it is used for goods or passenger services. If the speedometers are not in good working order, the maximum speed will be limited to 55 kmph. The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time and as given in the working time table. The sanction is further subject to the other conditions/stipulations laid down in your Joint Safety Certificate and all other certificates accompanying your letter referred to above.

P.T.O.

The Ministry of Railways also sanction the infringeements to clause 11(ii), 12 of Chapter-IV C and maximum moving dimensions of 1929 as shown in Diagram No. 1A and others of BG Metric Schedule of Dimensions (1973) involved in the running of WDM 7 diesel electric locomotive as detailed in Form-XI accompanying your application referred to above.

(Arimardan Singh)
Joint Director Civil Engineering (G),
Railway Board

No. 87/CEDO/SR/21 N.Delhi, dt. 4-1-88.

Copy forwarded to the :-

1. Chief Commissioner of Railway Safety, N.E. Railway Office Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS. 17-T(4)/82 vol. II dated 14-10-87.

2. Commissioner of Railway Safety, 7, Seshadri Road, Gandhi-Nagar, Bangalore with reference to his letter No. 1432 dated 30-9-87.

3. Director Standards (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

Form No.XI. INFRINGEMENTS OR MAXIMUM AND MINIMUM DIMENSIONS. North Eastern Railway.

Barauni Jn.- Hatihar Jn. Section.
Gauge — 1676 mm.
Length - 179.02 Kms.

Sl. No.	Division or Section.	Kilometrage.	Name of Structure which infringes.	Prescribed Minimum & Maximum Dimensions.		Existing actual dimensions.	Amount of Infringement.	Particulars of sanction to infreingement and remarks.
				Chapter & Item.	Maximum & Minimum			
1	2	3	4	5	6	7	8	9
	(A) STRUCTURES:							
1.	Barauni Jn.	179.02	(a) Platform shelter on main Island passenger platform (left side).	Chapter-II	Minimum horizontal distance from centre line of track.			Railway Board's letter No.81/WDO/ 3D/6 dt. 4.4.81.
				Item-8(i)	4570 mm. at platform level increasing uniformly to 4720 mm. at 305 mm. above platform level.	4060 mm. at platform level to 305 mm.above platform level.	510 mm.at platformlevel to 660 mm at 305 mm.above platform level.	
				(ii)	4720 mm from 305 mm above platform level to 3705 mm above rail level.	4060 mm at 305mm above platform level to 3450 mm above rail level.	660mm.at 305 mm above platform level to 3450 mm above rail level.	
				(iii)	4720 mm at 3705mm above rail level decreasing uniformly to 3810 mm at 4115 mm above rail level.	4060 mm at 3450 mm from rail level decreasing uniformly to 2470 mm at 4115 mm from rail level.	660mm at 3450 mm from rail level decreasing uniformly to zero.	

contd. . . . . (2)

(179)

contd. . . ..

1	2	3	4	5	6	7	8	9
			(b) Platform shelter on main Inland passenger platform (Right side)	Chapter-II Item-8(i)	Minimum horizontal distance from centre line of track. 4570 mm at platform level increasing uniformly to 4720 mm at 305 mm. above platform level.	5050 mm.at platform level to 305 mm. above platform level.	Nil.	Railway Board's letter No.81/CD/ SD/6 dt. 4.4.81.
				(ii)	4720 mm.from 305 mm above platform level to 3705 mm. above rail level.	5050mm.at 305 mm. above platform level to 3335 mm. above rail level.	Nil.	
				(iii)	4720 mm.at 3705 mm above rail level decreasing uniformly to 3810 mm.at 4115 mm above rail level.	4245 mm at 3705 mm above rail level decreasing uniformly to zero.	475 mm decreasing uniformly to zero.	
2. Begusarai.	143.73	Platform shelter on main passenger platform.	Chapter-II Item- 7(iii)	Minimum horizontal distance from centre line of track: 3330mm at 3430mm above rail level decreasing uniformly to 3810 mm at 4115mm above rail level.		5330 mm at 3430 mm above rail level decreasing uniformly to 3150 mm at 4115 mm.above rail level.	Nil at 3430 mm above rail level increasing uniformly to 660 mm at 4115 mm above rail level.	Railway Board's letter No.84/CD/ SD/11 dt.20.6.84.
3. Sahebpur-Kamal Jn.	196.78	Platform Shelter on passenger platform.	Chapter-II Item-7(iii)	Minimum horizontal distance from centre line of track.: 5330 mm at 3430mm above rail level decreasing uniformly to 3810 mm. at 4115mm above rail level.		5330 mm at 3430 above rail level decreasing uniformly to 3100 mm at 4115 mm above rail level.	Nil at 3430 mm above rail level increasing uniformly to 710 mm.at 4115mm above rail level.	Railway Board's letter No.84/CD/ SD/11 dt.20.6.84.

contd. . . . . (3)

1.	2	3.	4	5	6	7	8	9
4.	Kamri.	113.35	Passenger Platform shelter on main platform.	Chapter-II Item -7(i)	Minimum horizontal distance from centre line of track : 5180 mm.at platform level increasing uniformly to 5330 mm at 305 mm.above platform level.	4976 mm.at platform level to 305 mm above platform level.	204 mm.at platform level increasing uniformly to 354mm at 305 mm.above platform level.	Railway Board's letter No.84/WDO/ SD/11 dt.26.6.84
				(ii)	5330 mm.At 305mm above platform level to 3430 mm.above rail level.	5126 mm.at 305mm. above platform level to 3430 mm. above rail level.	204mm.at 305 mm. above platform level to 3430 mm.above rail level.	
				(iii)	5330 mm at 3430 mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. above rail level.	5126 mm.At 3430 mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. at rail level.	204 mm.At 3430 mm. above rail level decreasing uniformly to Nil at 4115 mm. above rail level.	
5.	Mahesh-Khunt.	104.59	Platform shelter on main passenger platform.	Chapter-II Item -7(iii)	Minimum horizontal distance from centre line of track:- 5330 mm.at 3430 mm above rail level decreasing uniformly to 3810 mm.at 4115 mm above rail level.	5976 mm at 3430 mm. above rail level decreasing uniformly to 3456 mm at 4115 mm above rail level.	Nil.at 3430 mm.above rail level increasing uniformly to 354 mm at 4115 mm.above rail level.	Railway Board's letter No.84/WDO/ SD/11 dt. 26.6.84.

contd. . . . . (4)

(182)

contd. . . . . —4—

1	2	3	4	5	6	7	8	9
(B) ELECTRICAL CROSSINGS.								
1.	Tilrath-Begusarai.	164/18-17	33 KV Electrical crossing inside station limit.	Chapter—I Item -11(i)	10.06	9.09	0.97	Railway Board's letter No.84/WDO/SD/ 17 dt.29.8.84.
2.	Tilrath-Begusarai.	164/12-11	33 KV Electrical crossing inside station limit.	-do-	10.06	8.79	1.27	
3.	Begusarai-Lakho.	163/11-10	11 KV 2 Feeders Electrical Xing inside station limit.	-do-	10.06	8.71	1.35	-do-
4.	Dansuli-Phulwaria-- Lakhminia.	147/11-10	132 KV 2 Feeders Electrical Crossing inside station limit.	-do-	10.97	9.70	1.27	-do-
5.	Khagaria-Mansi.	115/13-12	11 KV Electrical crossing inside station limit.	-do-	10.06	8.34	1.02	-do-
6.	Mansi-Mahesh Khunt.	113/1-- 112/15	11 KV -do-	-do-	10.06	7.90	2.16	-do-
7.	Mahesh Khunt-- Rusrahs.	92/11-10	11 KV Electrical crossing inside station limit.	-do-	10.06	8.95	1.11	-do-
8.	Katarnes-Kursela.	44/20-19	33 KV -do-	-do-	10.06	8.33	1.73	-do-
9.	Karbagola Road-- Semapur.	21/16-15	11 KV -do-	-do-	10.06	9.82	0.24	-do-
10.	Semapur--Katihar.	2/4-3	11 KV 2 Feeders Electrical Xing inside station limit.	-do-	10.06	9.80	0.26	-do-
11.	Semapur-Katihar	1/18-17	11 KV 2 Feeders Electrical Crossing inside station limit.	-do-	10.06	9.30	0.76	-do-

NOTE :- The kilometrage given above are from Katihar Junction station.

FORM - XI.

INFRINGEMENT OF MAXIMUM AND MINIMUM DIMENSIONS.

N.E.Railway.
Samastipur-Muzaffarpur Section
Gauge - 1676 mm.
Length - 52.01 Kms.

Sl. No.	Location		Name of Structures which infringe.	Prescribed maximum and minimum dimensions.		Existing actual dimensions.	Amount of infringement.	Particulars of sanction to infringement and remarks.
	District or Section.	Kilometerage.		Chapter & Items.	Maximum & Minimum.			
1	2	3	4	5	6	7	8	9
1.	Samastipur.	-	BG/UG Inland Platform shelter at Samastipur.	Chapter-II Items (i), (ii) & (iii)	Minimum horizontal distance from centre line of track of 4720 mm (15'-6")	11'-7½"	3'-10½"	Railway Board letter No.74/WDO/CD/19 dt. 8.10.74.

Note:- Length of 52.01 Km. is from centre line of Samastipur to Muzaffarpur Stations.

183

(184)

FORM- XI. INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS.

N.E.Railway.
Muzaffarpur-Sonepur Section.
Gauge - 1676 mm.
Length - 50.21 Kms.

S. No.	Location. Division or Section.	Location. Village.	Name of the structure which infringes.	Prescribed maximum & minimum dimensions. Chapter & Items.	Maximum & Minimum.	Existing actual dimensions.	Amount of infringement.	Particulars of correction to infringement and remarks.
1	2	3	4	5	6	7	8	9
1.	Samastipur.	Muzaffarpur Yard	Platform shelter.	Chapter-II Item Nos.	Minimum horizontal distance from C/L of track.			
				i) 9(1)	i) From platform level to 305 mm.above platform level. 4570mm.increasing uniformly to 4720 mm.	4440 mm.	260 mm.	
				ii) 9(11)	ii) From 305 mm.above platform level to 3705 mm.above rail level - 4720 mm.	4440 mm.	280 mm.	
				iii) 7(iii)(iii)	From 3430 mm. above rail level to 4115 mm. above rail level - 5715 mm. decreasing uniformly to 3810 mm.	4160 mm. Increasing uniformly to 3560 mm.	270 mm. increasing uniformly to 1850 mm.	

NOTE:- The length of line 50.21 Kms. is from Centre line of Muzaffarpur Station to Sonepur Stations.

N.E.Railway.
Chhapra Lachhmy—Siwan Section.
Gauge -- 1676 mm.
Length -- 60.70 Km.

1	2	3	4	5	6	7
1. Lachhmy Division.	Chhapra Yard.	Platform shelter on Island platform.	Chapter-II	Minimum horizontal distance from centre line of track.	-	- Condemnation obtained vide Sr.Deputy Comm. of Rly.Safety no. 77/Con/Gaz/10 dt. 19.9.77
			Item No. 6(i)	Normal 4270 mm.at platform level increasing uniformly to 4720 mm.at 305mm. above platform level.	7300 mm.	1016mm.at platform level increasing uniformly to 1168 mm.at 305 mm.above platform level.
			6(ii)	4720 mm.from 305mm. above platform level to 3770mm.above platform level.	3505 mm.	737 mm.
			6(iii)	4720 mm.at 3770mm.above rail level decreasing uniformly to 3810 mm. at 4115 mm.above rail level.	3905 mm.	737 mm.at 3770mm. above rail level decreasing uniformly to zero at 4064 mm.above rail level.
2. Lachhmy Division.	Chhapra Yard.	Platform shelter on main platform.	Chapter-II.	Minimum horizontal distance from centre line of track.		Condemnation obtained vide Sr.Deputy's letter No.77/Con/Gaz/10 dt 19.9.77.
			7(ii)	5030 mm.from 305mm.above platform level to 3430 mm.above rail level.	4707 mm.at 3505mm. above rail level decreasing uniformly to 4720 mm.at 3430 mm.above rail level.	427 mm.at 3505mm. above rail level increasing uniformly to 610 mm.at 3430 mm.above rail level.
			7(iii)	3330 mm.at 3430 mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. above rail level.	(4) 4720 mm.at 3430 mm.above rail level decreasing uniformly to 3810 mm.at 4115mm.to 610 mm.at 4115 mm. above rail level	610 mm.at 3430mm. above rail level increasing uniformly to 737 mm.at 4115 mm. above rail level.

(186)

1	2	3	4	5	6	7	8	9
					(b) 2400 mm.at 4035 mm above rail level decreasing uniformly to 2135mm. at 4115 mm above rail level.		4410 mm at 4035 mm above rail level increasing uniformly to 1675 mm at 4115 mm above rail level.	
3. Varanasi Division.	At Chapra Jn.	Existing Goods Shed (A) Isolated Structure.	Chapter II. Item (A)	i) 3900 mm. at platform level increasing uniformly to 4110 mm. at 305 mm.from platform level.	i) 3676 mm.at platform level to 305 mm.above platform level.		i) 364mm.at platform level to 426 mm.at 305 mm. above plateform level.	Condonation obtained vide Rly.Board's letter No.81/WC/GC/1 dt.11.2.81.
				ii) 4110 mm.at 305 mm. above platform level to 3900 mm. above rail level.	ii) 3676 mm.at 305mm. above platform level to 3900mm. above rail level.		ii)424 mm.at platform level to 3705 mm.above rail level.	
				iii) 4110 mm.at 3900mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. above rail level.	iii) 3676 mm.at 3900mm. from rail level and 3160 mm.at 4115 mm.above rail level.		iii)424 mm.at 3705mm. from rail level decreasing uniformly to zero at 4115mm. above rail level.	

PCE- XI. N.E.RAILWAY.

N.E.Railway.
Sonepur-Chhapra Kachery Section.
Gauge -- 1676 mm.
Length-- 52.008 kms.

1.	2	3	4	5	6	7	8	9
1.	Sonepur Division.	Sonepur Yard.	Platform shelter at BG Island Platform.	Chapter-II Item 6(i)	4570 mm.at platform level increasing uniformly to 4720 mm. at 305 mm.above platform level.	3676 mm.from platform level to 305 mm. above platform level.	894 mm.at platform level increasing uniformly to 1044mm. at 305 mm.above platform level.	Dereliction asked for for infringements from the Rly. Board's vide No.[illegible]/Con/529/3 W-1 dt.3.11.80 through Commissioner Rly Safety,N.E. Circle/GKP's No.3493 dt. 4.11.1980.
				6(ii)	4720 mm.from 305 mm above platform level to 3705 mm.above rail level.	(A) 3676 mm.at 305mm. from platform level increasing to 4020 mm.at 900 mm.above platform level.	1044mm.at305 mm. above platform level decreasing to 700 mm.at 900 mm.above platform level.	
						(B) 4020 mm.from 900mm above platform level to 3705 mm. above rail level.	700 mm.from 900mm above platform level to 3705mm. above rail level.	
				6(iii)	4720 mm.at 3705mm.above rail level decreasing uniformly to 3810mm. at 4115 mm.above rail level.	4020 mm.	700mm.at 3705mm. above rail level decreasing uniformly to zero at 4000 mm.above rail level.	
2.	Sonepur Division.	Sonepur Yard.	Foot-over bridge on passenger platform.	II (10)	Minimum height above rail level for a width of 1600 mm.(5'-3") on either side of centre of track 6250mm. (20'-6")	5105 mm. (16'-9")	1145 mm. (3'-9")	Dereliction obtained vide Rly.Board's letter No.76/TC/32/ 7 dt. 11.5.76.

(187)

(188)

/a

FORM -XI. INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS.

M.G.Railway.
Siwan--Bhatni Section.
Gauge - 1676 mm.
Length- 48.945 Kms.

Sl. No.	Locations. Division or Section.	Mileage.	Name of structure which infringes.	Prescribed maximum & minimum Dimensions. Chapter & Item.	Maximum and minimum.	Existing actual dimensions.	Amount of infringement	Particulars of sanction to infringement and remarks
1	2	3	4	5	6	7	8	9
4(a)	Varanasi Division.	Siwan Yard Line No.3	Passenger platform shelter on Island platform.	Chapter-II	Minimum horizontal distance from centre line of track.	-	-	Condonation obtained vide Rly.Bd's letter No.79/WDO/SD, 14 dt.16.7.79.
				Item No.8(i)	4570 mm.at platform level increasing uniformly to 4720 mm at 305 mm.above platform level.	3669 mm from platform level to 305 mm above platform level.	901 mm at platform level increasing to 1091 mm at 305 mm.above platform level.	
				Item No.8(ii)	4720 mm.from 305mm above platform level to 3705 mm.above rail level.	3669 mm at 305mm above platform level to at 3705mm above rail level.	1091 mm at 305mm.above platform level to at 3705 mm.above rail level.	
				Item.No.8(iii)	4720 mm.at 3705mm. above rail level decreasing uniformly to 3810 mm.at 4115 mm.above rail level(Calculated value at 3850mm. above rail level.is 4398 mm.where the infringement for isolated structures exs.ends.)	3669 mm.from 3705mm above rail level to 3850 mm.above rail level where the infringement for the isolated structures ends.	1091 mm.at 3705mm. above rail level to 729mm at 3850 mm.above rail level.	

contd. ..... (2)

1	2	3	4	5	6	7	8	9
				Chapter-XX Item.No.7(iii)	5330 mm at 3430 mm above rail level decreasing uniformly to 3810 mm.at 4115 mm.above rail level (Calculated value at 3850 mm above rail level from where the infringement start for continuous structure works out to 4398 mm.)	1600 mm from 3850mm above rail level from where the infringement start to 4115 mm.above rail level.	2798 mm. at 3850 mm.above rail level from where the infringements starts to 2210 mm. at 4115 mm.above rail level.	----
4(b)	Varanasi Diwan Division.	Yard Line No.4	Passenger Platform shelter on Island platform.	Chapter-XX	Minimum horizontal distance from centre line of track.	-	-	Condemnation obtained vide Rly.Board' letter No.79/WDC/SD/14 dt. 16.7.79.
				Item No.8(i)	4570 mm.at platform level increasing uniformly to 4720 mm.at 305 mm.above platform level.	3926 mm.from platform level to 305 mm.above platform level.	644 mm.at platform level increasing to 794 mm.at 305mm above platform level.	
				Item No.8(ii)	4720 mm.from 305 mm above platform level to 3705 mm.above rail level.	3926 mm.at 305 mm. above platform level to 3705 mm.above rail level.	794 mm.at 305mm.above platform level to at 3705.mm.above rail level.	
				Item No.8(iii)	4720 mm.at 3705 mm. above rail level decreasing uniformly to 3810 mm.at 4115mm above rail level (Calculated value at 3850 mm.above rail level is 4465 mm.where the infringement for isolated structures ends.	3926 mm.at 3705 mm above rail level to 3850 mm.above rail level where the infringement for the isolated structure ends.	794 mm.at 3705 mm.above rail level to 539 mm. at 3850 mm. above rail level.	

contd. . . . . (3)

contd.....

1	2	3	4	5	6	7	8	9
				Chapter-II Item No.7(iii)	5330 mm.at 3430 mm. above rail level decreasing uniformly to 3810 mm.at 4115mm above rail level (Calculated value at 3850 mm.above rail level from where the infringement starts for continuous structures works out to 4465 mm.)	1760 mm.from 3850 mm.above rail level from where the infringement starts to 4115 mm. above rail level.	2705mm at 3850 mm above rail level from where the infringement starts to 2050 mm.at 4115 mm.above rail level.	---
5.	Varanasi Division.	Siwan Yard.	Foot-over-bridge on passenger platform.	II(10)	Minimum height above rail level for a width of 1660 mm. (5'-3") on either side of centre of track 6250 mm. (20'-6")	4962 mm. (16'-3½")	1288 mm (4'-2½")	Condonation obtained vide Hly.Bd.'s letter No.79/WDO/SD/19 dt. 4/6.8.79.
3.	-do-	Mairwa.	Passenger platform shelter on main platform.	Chapter-II Item No.7(i)	5180mm. at platform level increasing uniformly to 5330 mm. at 305 mm.above platform level.	4121 mm.	1059 mm.at platform level increasing uniformly to 1209 mm.at 305mm. above phtform level.	Sanction applied for this office letter No.W/Con/520/3/W-1 dt. 2.1.81.
				Item No.7(ii)	5330 mm.at 305mm. above platform level to 3430 mm. above rail level.	(a)4121mm.at 305mm. platform level to 850 mm.above rail level.	1209 mm.	---
						(b) 4121mm.at 850mm. above rail level increasing uniformly to 4466 mm. at 1180 mm.above rail level.	1209 mm.at 850mm. above rail level decreasing uniformly to 864 mm.at 1180mm. above rail level.	

contd. . ... . (4)

1	2	3	4	5	6	7	8	9
				Chapter-II Item 8(ii)	4720 mm.at 305mm.above platform level to 3705 mm. above rail level.	4516 mm.	204 mm.at 1180 mm. above rail level to 3705 mm.above rail level.	
				Item 8(iii)	4720 mm.at 3705mm. above rail level decreasing uniformly to 3810mm. above rail level.	4516 mm.	204 mm.at 3705 mm. above rail level decreasing uniformly to zero at 3792 mm. above rail level.	
4.	Varanasi Division.	Bhatni Yard.	Foot-over-bridge on passenger platform.	II(10)	Minimum height above rail level for a width of 1600 mm.(5'-3") on either side of centre of track 6250 mm.(20'-6")	4890 mm. (16'-0")	1360 mm. (4'-6")	Condonation contained vide Rly.Board's letter No.79/CD0/SD/24 dt. 12.10.79.

(191)

(192)

14

FORM- XI. INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS.

N.E.Railway.
Bhatni-Gorakhpur Section.
Gauge - 1676 mm.
Length - 69.785 Kms.

1	2	3	4	5	6	7	8	9
1.	Varanasi Division	Gauri-Bazar Station.	Passenger Platform shelter on main platform.	Chapter-II Item 7(i)	5180 mm.at platform level increasing uniformly to 5330mm. at 305mm.above platform level.	4451 mm.	729 mm.at platform level increasing uniformly to 879mm. at 305mm.above platform level.	Sanction applied for vide this Rly.'s letter No.W/Con/520/3/W-1 dt.2.1.81.
				Item 8(ii)	4720 mm.at 305mm.above platform level to 3705 mm.above rail level.	4701 mm.	19 mm.at 305.mm above platform level to 3705mm. above rail level.	
				Item.8(iii)	4720 mm.at 3705mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. above rail level.	4701 mm.	19mm.at 3705mm.above rail level decreasing uniformly to zero at 3714 mm.above rail level.	
2.	-do-	Chauri-Chaura Station.	Passenger platform shelter on main platform.	Chapter-II Item 7(i)	5180 mm.at platform level increasing uniformly to 5330 mm.at 305 mm.above platform level.	4436 mm.	744 mm.at platform level increasing uniformly to 894mm. at 305 mm.above platform level.	Sanction applied for vide this Rly.'s letter No.W/Con/520/3/W-1 dt.2.1.81.
				Item 7(ii)	5330 mm.at 305mm above platform level to 3430 mm.above rail level.	4436 mm.at 305mm. above platform level to 890mm. above rail level.	894 mm.at 305mm. above platform level to 890mm. above raillevel.	Condonation obtained vide R.B.letter No. 77/4/Cont/NE/1 dt. 18.3.81.
3.	Lucknow Division.	Gorakhpur Yard.	Passenger platform shelter on Island platform.	Chapter-II	Minimum horizontal distance from centre line of track.	—	—	Condonation obtained vide Rly.Bd.'s letter No.80/WD0/2D/7 dt. 26.5.80
				Item No.8(i)	4570 mm.at platform level increasing uniformly to 4720 mm. at 305mm.above platform level.	3901 mm.from platform level to 305mm.above platform level.	669 mm.at platform level increasing uniformly to 819 mm.at	

contd.. . . . . (2)

1	2	3	4	5	6	7	8	9
				Item No.8(ii)	4720 mm.from 305 mm. above platform level to 3705 mm.above rail level.	3901 mm.at 305mm. above platform level to 3705 mm. above rail level.	819 mm.from 305mm. above platform level to 3705 mm.above rail level.	-
				Item No.8(iii)	4720 mm.at 3705 mm above rail level decreasing uniformly to 3810mm.at 4115mm above rail level.	3901 mm.from 3705mm. above rail level to 4074 mm.above rail level.	819 mm.at 3705 mmx. above rail level decreasing uniformly to zero at 4074mm. above rail level.	
5.	Lucknow Gorakhpur. Division.	Passenger platform shelter on main platform at the west end of P.C.B.		Chapter-II	Minimum horizonal distance from centre line of track.	---	-	Condonation obtained vide Rly.Bd.'s letter No.80/TDO/SD/16 dt. 21.8.80.
				Item 8(i)	4570 mm.at platform level increasing uniformly to 4720mm. at 305 mm.above platform level.	4150 mm.from platform level to 305mm. above platform level.	420 mm.at platform level increasing uniformly to 570mm.at 305mm above platform level.	
				Item 8(ii)	4720mm.from 305mm. above platform level to 3705 mm.above rail level.	4150 mm.at 305 mm. above platform level to 3705 mm. above rail level.	570 mm.from 305 mm. above platform level to 3705mm.above rail level.	
				Item 8(iii)	4720mm. at 3705mm. above rail level decreasing uniformly to 3810 mm.at 4115mm. above rail level.	4150 mm.from 3705mm. above rail level to 3962 mm.above rail level.	570 mm.at 3705mm.above rail level decreasing uniformly to zero at 3962 mm.above rail level.	

193

(194)

FORM - XI. INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS.

N.E.Railway.
Gorakhpur—Gonda Section.
Gauge — 1676 mm.
Length — 152.403 Kms.

1	2	3	4	5	6	7	8	9
1.	Lucknow	Gonda Yard.	Platform shelter on Island Platform.	Chapter-II	Minimum horizontal distance from centre line of track. Platform shelter at north end of platform.	—	--	Condonation obtained vide Rly.Bd.'sletter No.77/WDO/SD/8 dt. 4.6.1977.
				Item 8(i)	4570 mm.at platform level increasing uniformly to 4720 mm.at 305 mm.above platform level.	4530 mm.	40 mm.at platform level increasing uniformly to 190 mm at 305 mm.above platform level.	
				Item 8(ii)	4720 mm.from 305 mm.above platform level to 3705mm. above rail level.	4530 mm.from 305mm above rail level to 3568 mm.above rail level.	190 mm.	
				Item 7(iii)	5330 mm.at 3430mm. above rail level decreasing uniformly to 3810 mm.at 4115 mm.above rail level.	4530 mm.at 3560mm. above rail level decreasing uniformly to 2510 mm.at 4115 mm.above rail level.	800 mm.at 3568 mm. above rail level increasing to 1300 mm.at 4115 mm. above rail level.	
					Platform shelter on South Side of platform.			
				Item 7(ii)	5330 mm.from 305 mm.above platform level to 3430mm. above rail level.	5330 mm.at 3158 mm. above rail level decreasing uniformly to 4480 mm.at 3430mm. above rail level.	Zero at 3138 mm. above rail level increasing uniformly to 850 mm.at 3430mm. above rail level.	
				Item 7(iii)	5330mm.at 3430 mm.above rail level decreasing uniformly to 3810 mm. at 4115 mm.above rail level.	4480 mm.at 3430 mm. above rail level decreasing uniformly to 2434 mm.at 4115 mm.above rail level.	850 mm.at 3430 mm. above rail level increasing uniformly to 1376 mm.at 4115mm. above rail level.	

PART -XI. INFRINGEMENT OF MAXIMUM & MINIMUM DIMENSIONS.

N.E.Railway.
Gonda-Barabanki Section.
Gauge -- 1676 mm.
Length -- 89.166 Kms.

1	2	3	4	5	6	7	8	9
1.	Lucknow Division.	Jarwal Road Yard.	Platform shelter on passenger platform.	Chapter-II	Minimum Horizontal distance from Centre line of Track.	-	-	Condonation obtained vide Rly.Bd.'s letter No.77/WDO/SD/13 dt. 8.7.77.
				Item No.8(i)	4570 mm.at platform level increasing uniformly to 4720 mm. at 305 mm.above platform level.	4460 mm.	110 mm.at platform level increasing uniformly to 260 mm.above platform level.	
				Item 8(ii)	4720 mm.from 305 mm.above platform level to 370 mm. above rail level.	4460 mm.from 305mm above rail level to 3660 mm.above rail level.	-	
				Item 7(iii)	5330 mm.at 3430mm.above rail level decreasing uniformly to 3570 mm.at 4115 mm above rail level.	4460 mm.at 3660mm above rail level decreasing uniformly to 3200 mm.at 4115 mm.above rail level.	870 mm.at 3660mm. above rail level increasing to 610mm. at 4115 mm.above rail level.	
2.	Lucknow Div.	Burhwal station.	Platform shelter on passenger platform.	Chapter-II Item No.8(i)	4570mm.at platform level increasing uniformly to 4720 mm.above platform level.	4318 mm.	252 mm.at platform level increasing uniformly to 402mm. at 305mm.above platform level.	Condonation obtained vide Rly.Bd.'s letter No.77/WDO/SD/25 dt.29.10.77.
				Item 8(ii)	4720 mm.from 305mm. above platform level to 3705 mm.above rail level.	4318mm.from 305mm above platform level to 4502mm.at 3705mm above rail level.	252mm.at 305mm. above platform level to 218mm.at 3705mm. above rail level.	

contd.....(2)

(196)

Form--XI. Contd. . . . .

1	2	3	4	5	6	7	8	9
3.	Lucknow Division.	Barabanki Yard.	Platform shelter on Island Passenger Platform.	Chapter-II.	Minimum horizontal distance from centre line of tracks.	-	-	Condonation obtained vide Rly.Board's letter No.76/WDC/SD/5 dt. 14.8.1978.
			Cross-section at X - X.	Item No. 8(i)	4570mm. at platform level increasing uniformly to 4720 mm.at 305 mm. above platform levels.	3700 mm.	870 mm.at platform level increasing uniformly to 1020 mm. at 305mm. above platform level.	
			CE/Con Plan No. S/2/78.	8(ii)	4720 mm.from 305 mm.above platform level to 3705mm. above rail levels.	3700 mm.from 305 mm.above platform level to 3820 mm.	1020 mm.from 305mm. above platform level to 900 mm.	
				8(iii)	4720 mm.at 3705 mm.above rail level decreasing uniformly to 3810 mm.at 4115 mm.above rail level.	3820 mm.at 3705mm above rail level to 3815 mm.above rail level,1600 mm.at 3815 mm.above rail level increasing to 2620 mm.at 4115 mm.above rail level.	900 mm.from 3705 mm. above rail level to 3815 mm.above rail level and 4430 mm. at 3815 mm.above rail level to 2620 mm. at 4115 mm.above rail level.	
4.	Lucknow Div.	Barabanki Yard.	Cross-Section at X	Item No. 8(i)	4570 mm.at platform level—increasing uniformly to 4720 mm.at 305mm.above platform level.	4585 mm. -----	Zero at 150 mm. above platform level increasing uniformly to 135mm. at 305 mm.above platform level.	
			CE/Con Plan No. S/2/78.	8(ii)	4720 mm.from 305 mm.above platform level to 3705mm. above rail level.	4585 mm. -----	135 mm.	
				8(iii)	4720 mm.at 3705mm.above rail level decreasing uniformly to 3810 mm.at 4115mm.above rail level.	4585mm.at 3705mm. above rail level to 3805mm.above rail level.	135mm.from 3705mm. above rail level decreasing uniformly to zero at 3805mm. above rail level.	

1	2	3	4	5	6	7	8	9
5.	Lucknow Division.	Jahangirabad Raj Station.	Verandah of Station Building.	Chapter II Item--7	Minimum horizontal distance of any building on a passenger platform from centre line of track.			Sanction applied for vide No.W/Con/L letter No.W/Con/520/3/W1 dt.19.5.61
				7(i)	5180mm.at platform level increasing uniformly to 5330 mm.at 305mm.above platform level.	4706 mm.at platform level to 190mm.above platform level and 4956 mm.at 190 mm. above platform level to 305 mm.above platform level.	474 mm.at platform level increasing to 569 mm.at 190 mm.above platform level and 319 mm.at 190 mm. above platform level to 305 mm.above platform level.	
				7(ii)	5330 mm.at 305mm.above platform level to 3430mm. above rail level.	(a) 4956 mm.at 305mm. above platform level to 740 mm.above rail level.	-- 374 mm. ---	
						(b) 5036 mm.at 740mm. above rail level to 3260 mm.above rail level.	294 mm.	
						(c) 4706 mm.at 3260mm. above rail level to 3430 mm.above rail level.	624 mm.	
				7 (iii)	5330 mm.at 3430 mm.above rail lev l decreasing uniformly to 3810 mm. at 4115 mm.above rail l level(Calculated from horizontal distance from centre line of track is 4706 mm.at 3541 mm. above rail level.	----- 4706 mm. ----	624 mm.at 3430 mm. above rail level decreasing uniformly to Zero at 3541 mm. above rail level. ---	

(19)