GUARD FILE 1988 Pt. I

2444

(1)

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

No.88/CEDO/SR/23. New Delhi, Dated 30-12-88.

The General Manager (Engg.),
Eastern Railway,
Calcutta.- 700 001.

Sub:- Movement of 6-axle special flat wagon for Department of Atomic Energy (DAE) Ex: Dock Jn. to Tikiapara.

With reference to your application No.W.591/8/2 Vol.II/745 dated 7-7-88 and 29-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, this is to inform you that as per para 4 of RDSO's speed certificate dated 21/23-9-88 (Copy enclosed) the 6-axle special flat wagon in empty condition to RDSO's Drawing No.WD-82053-S-02 (Alt.3) does not infringe the Maximum Moving Dimensions or any other Clause of the B.G.Schedule. The cage of the consignment in loaded condition however infringes the standard Moving Dimensions of 1929. Therefore no sanction for condonation of infringements is required from the Board and the sanction for single movement of the wagon in empty and loaded condition ex: East Dock Jn. to Tikiapara can be issued by the Railway themselves in terms of para 2.6.1 of Policy Circular No.6 issued by Railway Board. It may however be ascertained that the wagon in loaded condition will move only as an ODC/stipulations under the sanction of the competant authority on your railway.

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

No. 88/CEDO/SR/23. New Delhi, Dated 30-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(1)/82-Vol.VI dated 20-7-88 and RS.17-T(1)/82-Vol.VI dated 13-7-88.

2) The Commissiopner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 293/3627/88 dated 8-7-88 and 255 dated 1-7-88.

3) The Director Standard (Wagon), R.D.S.O., Lucknow - 226 011.

(Arimardan Singh)
For Secretary, Railway Board.

S/ [illegible]

(2)

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

No. 88/CEDO/SR/27. New Delhi, Dated 30-12-88.

To

The General Manager

1) Southern Railway, Madras

2) South Central Railway, Secunderabad

3) South Eastern Railway, Calcutta.

Sub:- Possibility of running 3500 mm wide special design wagons without any projecting doors outside.

Ministry of Railways are considering the possibility of movement of major commodities by rail on 3500 mm wide special design wagons. These wagons will not have any doors projecting outside. It has tentatively been decided that track centres of 4570mm (15'-0") and structure distance of 2135 mm (7'-0") will be sufficient for running 3500 mm wide wagons. The following routes have been initially identified by the Planning Directorate of Board's office to find out the possibility of running such wagons on these routes:-

1. Talcher - Paradwip.
2. Jharsuguda - Waltair.
3. Kazipet-Vijayawada.
4. Hospet-Madras.

It is requested that your considered views on the possibility of running 3500 mm wide wagons on the route falling in the jurisdiction of your railway may please be advised immediately to enable the Ministry of Railways to take a early decision in the matter.

Necessary information in the prescribed performa enclosed with this letter alongwith a map showing the route falling in the jurisdiction of your railway. This map should also indicate the locations where track centres are less than 4570 mm (15'-0") and structure distance less than 2135 mm (7'-0") ~~xxthexxxxxxxx~~ on the route.

(I may also be sent)

This issues in supersession to this office letter of even number dated 25-11-88.

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

_____Railway

S. No.	Description of the route identified as per Board's letter.	Section falling in the jurisdiction of the railway out of the route identified.	Permitted Axle Load on the section.	Route Kms. of the section falling in the jurisdiction of the railway				Name of section out of col. 3 having less than 4570mm (15'-0") Track centres with its Route kms.			Description & location of structures having a setting distance of less than 2135 mm (7'-0")			Details of speed restrictions proposed to be imposed due to infringements with reasons			Cost of removal of infringements and time frame for the same
				Single line	Double line	Multiple line	Total	Double line	Multiple line	Total	Single line	Double line	Multiple line	Single line	Double line	Multiple line	
1	2	3	4	5				6			7			8			9

(3)

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

(4)

No. 87/CEDO/SR/21. New Delhi, Dated 30-12-88.

To

The General Manager (Engg;),
Northern Railway,
Baroda House,
New Delhi.- 110 001.

Sub:- Introduction of WDM-7 Class Diesel Electric Locomotive on Northern Railway.

With reference to your application No.519-W/490 dated 28-10-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WDM-7 Class Diesel Electric Broad Gauge branch line Co-Co type locomotive manufactured by DLW incorporating Alco/DLW built 12 cyclinder 251 B engine of 1977 HP and BHEL make 4501 AZ traction motors to RDSO's Drawing No.SK.DL.3934 Alt.Nil having an Axle load of 16t on 86 B.G.sections at a maximum speed shown against each section under column 8 in the Joint Safety Certificate No.SLC/BG/30/88 enclosed with your application. 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 the observance of all other conditions/stipulations made in your Joint Safety Certificate and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements to Clause 11(ii), 12 of Chapter-IV(c) and Maximum Moving Dimensions of 1929 as shown in Diagram No.1-A and others of the B.G.Metric Schedule of Dimensions (1973) involved in the design of WDM-7 Diesel Electric Locomotives have already been condoned under this office letter No.87/WDO/SR/5 dated 26.5.87.

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

No. 87/CEDO/SR/21. New Delhi, Dated 30-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(4)/82 dated 18-11-88.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow-226 001 with reference to his letter No.62/1339/WDM-7 dated 17.11.88.

P.T.O.

(5)

3) The Director Standard (Motive Power), R.D.S.O., Lucknow - 226 011.

(Arimardan Singh)
For Secretary Railway Board.

(6)

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

No.88/CEDO/SR/23.

New Delhi, Dated 30-12-1988.

To

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

Sub:- Running of 6-axle Bogie special flat wagons to RDSO's Diagram Nos.WD-82053-S-02 alt.3 and WD 82053-S-03 alt.4 on various B.G.sections of Southern Railway.

With reference to your application No.W.439/4/Vol.XIII dated 14-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 6-axle bogie special flat wagon to RDSO Drawing No.WD-82053-S-02(alt.3) and WD-82053-S-03(alt.4) in empty and loaded conditions on the following various B.G.Sections at a maximum speed shown against each.

S.No.	Section		Maximum speed in Kmph both in empty and loaded condition.
1.	Madras Central	- Jolarpettai	65
2.	Basin Bridge	- Gudur	65
3.	Arakkonam (including Melpakkam by pass)	- Renigunta	65
4.	Veyasrpadi	- Washermanpet	65
5.	Washermanpet	- Royapuram	50
6.	Royapuram	- Madras Beach	25
7.	Basin Bridge	- Washermanpet	65
8.	Washermanpet	- Korukkupet	55
9.	Veyasrpadi	- Korukkupet	60
10.	Jolarpettai	- Shoranur	65
11.	Shoranur	- Mangalore	65
12.	Irugur	- Coimbatore North	65
13.	Podanur	- Mettupalaiyam	65
14.	Palghat	- Palghat Town	50
15.	Salem	- Salem Market	50
16.	Salem	- Metur Dam	50
17.	Erode	- Tiruchchirappalli Fort	65
18.	Mangalore	- Kankanadi	50
19.	Jolarpettai	- Bangalore City	65
20.	Bangarapet	- Marikuppam	30
21.	Baiyyappanahalli	- Dharmavaram	50
22.	Shoranur (including short link.)	- Cochin Harbour Terminus	65
23.	Ernakulam	- Trivandrum Central	50
24.	Trivandrum Central	- Nagercoil	50
25.	Nagercoil	- Kanniyakumari	50
26.	Nagercoil	- Tirunelveli	50
27.	Tiruchchirappalli Fort.	- Tiruchchirappalli Jn.	65

(7)

The sanction is subject to observance of all the 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 laid down in your Joint Safety Certificate No.476 BG dated 24.3.88, RDSO's speed certificate 4.1.88, 3/4.2.88, 3.6.88, 8/14.6.88 and 21/23.9.88 and all other certificates accompanying your application referred to above. As the cage of the consignment in loaded condition infringes the standard Maximum Moving Dimensions of 1929, the wagon in loaded condition shall move as an ODC and separate sanction from the competent authority on your Railway will be essential for movement of the wagon under ODC stipulations.

It is however noted from para 4 of RDSO's speed certificate dated 21/23.9.88 that the wagon in empty condition does not infringe the Maximum Moving Dimensions or any other Clause of the B.G.Schedule.

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

No.85/CEDO/SR/23. New Delhi, Dated 30-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(1)/62-Vol.VI dated 20.7.88

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No. 561 dated 6th July,88.

3) The Director General (Wagon), M.D.F.O., Lucknow.

(Arimardan Singh)
For Secretary Railway Board.

(8)

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

No. 88/CEDO/SR/23. New Delhi, Dated 30-12-88.

To

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

Sub:- Sanction for running of newly designed 6-axle B.G.Bogie special flat wagon for Department of Atomic Energy (DAE) over various B.G.sections on Central Railway in empty and loaded condition.

With reference to your application No.T-607/M-3/MY/BR/XII dated 16-8-1988 for running of newly designed 6-axle B.G.Bogie special flat wagon sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 6-axle B.G. special flat wagon to RDSO Drawing No.WD-82053-S-02(Alt.3)(empty) and WD-82053-S-03(Alt.4)(loaded) in empty and loaded condition on the following B.G.sections of your railway at a maximum speed of 65 Kmph or at a maximum permissible goods train speed of that section whichever is less.

S.No.	Section (Up & Dn.)	
(i)	Bombay - Tughlakabad.	(BB-KYN-IGP-BSL-MT-MPL-BIN-JHS-AGC-MTJ-TKD).
(ii)	Kalyan-Wadi.	(KYN-PA-DD-KWV-SUR-WD)
(iii)	Itarsi - Balharshah	(MT-AMP-NGP-WR-MPQ).
(iv)	Itarsi-Naini	(MT-JHP-KTE-STA-MKP-NYN)
(v)	Jhansi-Juhi.	
(vi)	Jhansi-Manikpur.	
(vii)	Bhimsen-Khairar.	
(viii)	Ait-Kunch.	
(ix)	Bina-Katni/New Katni Junction.	
(x)	Bina- Guna-Ruthiyai-Maksi.	
(xi)	Katni/New Katni Junction - Singrauli.	
(xii)	Bhusawal-Badnera-Wardha.	
(xiii)	Chalisgaon-Dhule.	
(xiv)	Manmad-Dhond.	
(xv)	Karjat-Khopoli.	
(xvi)	Diva-Vasai Road.	
(xvii)	Diva-Panvel-Apta-Pen-Roha Road.	
(xviii)	Panvel-Uran	

(xix) Wadala Road-Mahim Chord/Kurla/Mankhurd/Trombay.

(xx) Tadali-Ghugus.

(xxi) Majri-Rajur.

(xxii) Amla-Paramiya.

(xxiii) Raja-Ki-Mandi - Agra City (C.Rly.portion)

(xxiv) Belanganj Area (C.Rly.portion)

(xxv) Agra City - Idgah/Jamuna Bridge (C.Rly.portion).

The sanction is subject to observance of all the permanent and temporary speed restrictions in force and /or these that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations laid down in your Joint Safety Certificate No.W.28/88, RDSO's Speed Certificate dated 4.1.88, 3/4.2.88, 3.6.88 8/14.6.88 and 21/23.9.88 and all other certificates accompanying your application referred to above. As the cage of the consignment in loaded condition infringes the standard Maximum Moving Dimensions of 1929, the wagon in loaded condition shall move as an ODC and a separate sanction from the competant authority on your railway will be essential for movement of the wagon under ODC stipulations.

It is however noted from para 4 of RDSO's Speed Certificate dated 21/23-9-88 that the wagon in empty condition does not infringe the Maximum Moving Dimensions or any other Clause of the B.G.Schedule.

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

New Delhi, Dated 30-12-88.

No. 88/CKDO/SR/23.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(1)/82 Vol.VI dated 22/8/88.

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 No.536 dated 19-8-88.

3) The Director General (Wagon), R.D.S.O., Lucknow - 226 011.

(Arjmardan Singh)
For Secretary Railway Board.

(10)

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

No.88/CEDO/SR/23. New Delhi, Dated 30-12-1988.

To

The General Manager (Engg;),
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Running of 6-axle special flat wagon newly designed for transportation of special consignment for the Department of Atomic energy (DAE) on the entire Broad Gauge section of South Eastern Railway.

With reference to your application No.G/6-axle BG.Special Wagon dated 16.5.88 and 8.9.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 6-axle B.G.special flat wagon to RDSO's Drawing No.WD-82053-S-02 (alt.3) (empty) and WD-82053-S-03 (alt.4) (loaded) in empty and in loaded condition on all the B.G.Sections of your railway at a maximum speed of 65 Kmph. The wagon is fitted with two number of 3-axle bogie of 20.3t axle load wheel sets alongwith cylindrical roller bearings and axle boxes.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or these that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations laid down in your Joint Safety Certificate No.10/88, RDSO's speed certificate dated 4-1-88, 3/4-2-88, 3-6-88, 8/14-6-88 and 21/23-9-88 and all other certificates accompanying your application referred to above. As the cage of consignment in loaded condition infringes the standard Maximum Moving Dimension of 1929, the wagon in loaded condition shall move as an ODC and a separate sanction from the competant authority on your railway will be essential for movement of the wagon under ODC stipulations.

It is however noted from para 4 of RDSO's Speed Certificate dated 21/23-9-88 that the wagon in empty condition does not infringe the Maximum Moving Dimensions or any other Clause of the B.G.Schedule.

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

P.T.O.

(11)

No.88/CKDO/SR/23. New Delhi, Dated 30-12-88.

Copy fowarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-F(1)/82 Vol.VI(III) dated 25-5-88 and RS.17-F(1)/82 Vol.VII dated 28-9-88.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.161 dated 19-5-88 and No.387/160/24 dated 13-9-88.

3) The Director General (Wagon), R.D.S.O., Lucknow - 226 011.

(Arjundan Singh)
Per Secretary Railway Board.

R.N./CKDO/26.12.88.

(12)

No.88/CEDO//SR/24

27-12-88.

The General Manager,
Southern Railway,
Madras.

Sub: Running of 8 axle Special BG bogie well wagon 'ALAKNANDA' to RDSO Drawing No.WD-87023-S-02 Alt.4 ~~exx~~ on various BG Sections.

Ref: Your letter No.W.439/4/Vol.XIII dt. 15-11-88.

.....

The Special Clause No.3 shown in the Joint Safety Certificate enclosed with your above quoted letter reads as under:-

"The movement of the wagon in loaded condition shall be arranged as per extant rules applicable for the movement of ODCs."

A similar clause appearing at Clause 5 of RDSO's Speed Certificate dated 13-9-88 accompanying your above quoted letter is also reproduced below:-

"Whenever loaded with an ODC the movement of the wagon in loaded condition shall be arranged by the concerned railways as per the extant rules applicable to the movement of the ODCs. All general instructions issued by Railway Board and Zonal Railways regarding the movement of ODC shall be followed and adequate precautions taken."

From a comparison of the above clauses it may be seen that Clause No.3 in your Safety Certificate is at variance from the Clause 5 shown by RDSO in their Speed Certificate. Ministry of Railways therefore desire that you may either delete this clause or revise it in terms of Clause 5 in RDSO's Speed Certificate. Your application for such a change may be sent through CRS/CCRS at an early date to enable this office to issue the necessary sanction for running of the above wagon.

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

(13)

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

No.66/WDO/SR/19. New Delhi, Dated 26 -12-88.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Schedule of Moving Dimensions 1676 mm Gauge Maximum Moving Dimensions - Adoption of New Broad Gauge Profile to RDSO's sketch No. EDO/T-1043.

Ref:- Your office letter No. W.591/21 dated 29/1/87.

It is seen from your above quoted letter that EDO/T-1043 profile can be adopted on all the B.G. Sections except at Drummond Road Over Bridge at Km:83/2-3 on Idgah-Agra Fort Section. It is also seen that since the area in the vicinity of ROB is heavily built it is difficult to raise the level on this bridge and as such the cost of removal of infringement has not been worked out nor any programme framed for its removal. The electrification of this section is already sanctioned and it is fely by your Railway that the problem will be sorted out while carrying out electrification work. The ultimate aim of the Board is to introduce 12'-0" wide x 15'-6" high rolling stock on B.G. system of Indian Railways. Finding out the possibility of running rolling stock to EDO/T-1043 is just a first step in the introduction of 12'-0" wide x 15'-6" high rolling stock. Therefore while framing the estimate for cost of removal of infringements, the raising of the ROBs may be considered to the extent of permitting 15'-6" high rolling stock.

The Ministry of Railways desire that you may accordingly advise the cost of removal of infringements and the time required to remove the same. It may also be advised if rolling stock built EDO/T-1043 profile can be permitted with speed restriction under the Drummond ROB.

Expedite

An early reply is requested.

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

(14)

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

No. 66/WDO/SR/19. New Delhi, Dated 26-12-1988.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Schedule of Dimensions 1676 mm Gauge Maximum Moving Dimensions - Adoption of New Broad Gauge Profile to RDSO Sketch No. RDO/T 1043.

Ref:- Your office letter No. W.590/8/Vol.III dated 2-12-87.

It is noted from the enclosure to your above letter that Rolling Stock to RDO/T 1043 profile can be permitted at unrestricted speed on all the BG system except the following locations where it can be permitted at restricted speed due to inadequate clearance.

1. Sahibganj Loop - Bridge No.153(ROB)- 3x30'-0" Arch at Km: 425.04.

2. Andal - Sainthia Chord. - Bridge No.66(ROB) - 3x20'-0" Arch at Km: 34.57.

3. Andal-Sainthia Chord. - Bridge No.78 (ROB) - 3x20'-0" Arch at Km: 41.71

The Ministry of Railways desire that the cost of removal of infringements may be worked out and advised to this office keeping in view that/a first step Board desire to introduce Rolling Stock to RDO/T-1043 profile but the ultimate aim of the Board is to introduce 12'-0" wide x 15'-6" high rolling stock on BG system of Indian Railways. Therefore while framing cost estimate for raising of the ROBs the raising of height may be considered to the extent to permit.15'-6" high rolling stock.

The estimate for removal of infringements may accordingly be framed and advised to this office alongwith the time frame to remove the infringement.

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

(15)

No. 88/CMEO/SR/29. 22 - 12 - 88.

To

The Director General(Civil),

R.D.S.O.,

Lucknow.

Sub:- Design of 140t B.G.diesel hydraulic cranes (Jessop) - Sanction for infringements.

Ref:- Your office letter No.CE/BG/LW/CRANES dated 10.8.88.

Para 2 of your above quoted letter states that the infringements involved in the design of 140t BG Crane are shown in RDSO's sketch No.CR-756 Alt.I whereas the sketch actually enclosed with your above quoted letter bears the number CR-756 Alt.Nil. It appears that the sketch No.CR-756 Alt.I as shown in para 2 of your letter is a typographical mistake and no alteration to sketch No. CR-756 has so far been issued by your office.

This may please be confirmed.

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

(16)

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

No. 88/CEDO/SD/17. New Delhi, Dated 21-12-1988.

To

The Chief Engineer (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Relaxation of infringement to the Standard Schedule of Dimensions (B.G.)

With reference to your letter No.7-W/Doubling/Spl. dated 8th June,88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the temporary infringement caused by pedastal of the column supporting the shelter at Rail Level Passenger Platform at Amin and Nilokheri stations on Delhi-Ambala section to item 7(i) and (ii) of Chapter-II of B.G.Metric Schedule of Dimensions (1973) as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Dy.CE/C completion Plan No.1494/88 accompanying your letter referred to above.

It is noted that these rail platforms will ultimately became high level platforms and these infringements will not exist once the platforms are made high level. The sanction is therefore valid only till such time high level platforms are constructed.

21/12
(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SD/17. New Delhi, Dated 21-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/87 dated 20-7-88.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow - 226 001 with reference to his letter No.37/61/2/VIII dated 7-7-88.

21/12
(Arimardan Singh)
For Secretary Railway Board

ANNEXURE - I

Sr. No.	Location	Name of structure which infringes.	Chapter & Item	Prescribed Dimensions	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	KM:138.689 Nilokheri station on Delhi-Ambala section.	Pedestal of a column supporting the shelter at Rail level passenger platform.	Chapter-II item 7(i) and (ii)	5330 mm	4770 mm	560 mm
2.	KM:147.164 Amin station on Delhi-Ambala section.	- do -	-do-	- do -	4170 mm and 4720 mm	1160 mm and 610 mm.

R.Narayanan/CEDO/21.12.88.

(18)

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

No.88/CEDO/SD/18. New Delhi, Dated 21-12-88.

To

The Chief Engineer (Construction),
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- Moradabad Station - Conversion of Moradabad - Kashipur line from M.G. to B.G. - Sanction to Infringement at Platform No.5.

With reference to your letter No.56-W/40/W-II/Pt.II dated 8/15.7.88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by pedastals of column of existing shed No.5 and 9 on Parcel Goods Platform No.5 at Moradabad Yard to item 7(ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in the conversion of existing Parcel Goods Platform No.5 into Passenger Platform No.5 & 6 in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.P-I/1988 accompanying your letter referred to above.

21/12
(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

No. 88/CEDO/SD/18. New Delhi, Dated 21-12-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(1)/87 dated 1/10.8.1988.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow - 226 001 with reference to his letter No.41/52/14/VIII/Pt.6 dated 21-7-88.

21/12
(Arimardan Singh)
For Secretary Railway Board.

(19)

ANNEXURE-I

Sr. No.	Location	Name of Structure which infringes.	Chapter & item of B.G. Schedule.	Prescribed Dimensions.	Existing actual dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Moradabad Yard on BE - SRE section.	Pedastals of columns of existing shed No.5 & 9 on Platform No.5.	Chapter-II Item 7 (ii)	5330 mm	4.72 m	0.6 m

R.Narayanan/CEDO/20.12.88.

(20)

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

No. 88/CEDO/SD/1. New Delhi, Dated 21 -12-88.

To

The Chief Signal & Telecommunication Engineer,
Railway Electrification,
Bhopal.

Sub:- Approval of Infringements in connection with introduction of Multi Aspect Colour Light Signalling at all stations on Bina River-Sukhisewania section of Central Railway.

With reference to your letter No. CPM/B/ST/STG/20 dated 20-7-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to 18 Signal Structures having setting setting distance varying from 2210 mm to 2350 mm on Bina River-Sukhisewania section to 13(ii)(c) of Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-A(Form-XI) accompanying your letter referred to above.

It is however noted that blanking arrangements will be provided for Signal ladders which are located at a distance less than 2360 mm.

(Arimardan Singh) 21/12
Director Civil Engineering(G),
Railway Board.

No.88/CEDO/SD/1. New Delhi, Dated 21 -12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-T(2)/84-Vol.II dated 22.8.88

2) The Commissioner of Railway Safety, Central Circle, Bombay-400 020 with reference to his letter No.517 dated 16.8.88

(Arimardan Singh) 21/12
For Secretary Railway Board.

(21)

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

No.84/WDO/SD/8. New Delhi, Dated 20-12-1988.

To

The Chief Project Manager,
Railway Electrification,
Vijayawada - 520 001.

Sub:- Vijayawada - Balharshah Railway Electrification Electric Traction on Dornakal - Kazipet section -Clearance to the fixed structures-Condonation-regarding.

With reference to your letter No.E.252/VBRE/4039/ infringements dated 25-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to 28 S&T Structures located on Dornakal (Excl.) - Kazipet (incl.) section having setting distances varying from 2210 mm to 2350 mm to item 13(ii) (c) of Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-B/3-1 and Annexure B/3-2 accompanying your letter referred to above.

Sanction for condonation of Civil Engineering, Electrical and S&T Structures on the above sectionhas already been conveyed under this office letters of even number dated 24.11.87 and 11.12.87. This sanction supersedes the condonation of S&T structures conveyed under the above mentioned two letters.

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

No.84/WDO/SD/8. New Delhi, Dated 20-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-T(7)/84 dated 15-6-88.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/7 dated 27-5-88.

(Arimardan Singh)
For Secretary Railway Board.

(22)

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

No. 88/CEDO/SD/13. New Delhi, Dated 16-12-1988.

To

The Chief Engineer (Construction),
Southern Railway,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Madras - Jolarpettai Section - Doubling of Bye-Pass line connecting Arakkonam-Katpadi and Arakkonam - Renigunta Main lines at Melpakkam near Arakkonam Junction - Railway Board's condonation requested for infringing grade of 1 in 245.

With reference to your letter No.W.182/III/55/CN dated 22-2-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringing grade of 1 in 245 for the second line at Melpakkam as a Permanent Measure to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.SK:7-88 accompanying your letter referred to above. The sanction is subject to adequate necessary arrangements being made by the Railway to prevent accidents.

It is noted that the grade infringement of 1 in 245 for the existing line between BPL 1004 and BPL 1017 has been retained against the original. Board's sanction No.63/WDO/SD/39 dated 16-4-1964 and other infringing grades i.e., 1 in 260, 1 in 300 and 1 in 350 have been condoned by ACRS/SBC vide his letter No.413 dated 29.4.1965. It is also noted that Commissioner of Railway Safety, Southern Circle, Bangalore has already accorded his sanction to the condonation of 1 in 245 grade for the bye pass lines as a Permanent Measure vide his letter No.2471 dated 26-2-88.

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

No.88/CEDO/SD/13. New Delhi, Dated 16-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.18-T(1)/84 dated 14-3-1988.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore - 560 009 with reference to his letter No.2470 dated 26-2-88.

(Arimardan Singh)
For Secretary Railway Board.

ANNEXURE-I

Sr.No.	Location	Name of structure which infringes.	Chapter & Item	Prescribed Dimensions	Existing actual dimensions.	Amount of infringemen
1	2	3	4	5	6	7
	Bye-Pass line connecting Arakkonam-Katpadi & Arakkonam - Renigunta Main lines of Melpakkam yard in Madras Division.					
	KM:BPL 1003 to BPL 1007	Gradient for the second line	Chapter-II Item 2	1 in 400	1 in 245	1 in 24 against 1 in 400

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

(29)

No. 85/WDO/SR/1. New Delhi, Dated /6-12-1988.

To

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

Sub:- Design of Bottom Discharge Hopper Wagon type 'BOBR' - Sanction of Infringements.

With reference to your letter No.CT/DG/LW/BOBR dated 9-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to B.G.Metric Schedule of Dimensions (1973) involved in the Design of 3500 mm wide B.G. Bogie Bottom Discharge Wagon type 'BOBR' to RDSO's Drawing No. WD-86013-S-01 Alt.2 as shown in Annexure-I enclosed. Annexure-I is based on the enclosure accompanying your letter referred to above.

The sanction is subject to observance of the following conditions:-

1. The wagon will run at normal speed at locations where track centres are minimum 4570 mm (15'-0") and structure distance is 2135 mm (7'-0"). On locations where track centres are less than 4570 mm (15'-0") and structure distance are less than 2135 mm (7'-0") suitable restrictions shall be imposed by the Railways. (Refer Board's letter No.81/WDO/SD/2 dated 1.4.82)
2. The wagon shall be run only in special train formation.
3. Suitable Precautions for safety of passengers standing on the platform such as provision of strip marking beyond which passengers will not stand and the drivers blowing their horn while passing through platform lines to warn the passengers standing close to the platform have to be taken by the Railway.
4. The wagon shall be painted with distinctive colour code to make them stand out amongst other wagons. Necessary instructions in this connection will be incorporated by the wagon Directorate of RDSO in the particular specification for construction of these wagons.
5. Before introduction of the wagon on any route a campaign of education of the line staff will be carried out to warn them of additional width of these wagons.
6. The wagon will run only on the following limited routes to serve the Thermal Power Stations and the linked Coal fields as shown against each route after obtaining the necessary sanction.

(25)

Thermal Power Station	Linked Coal fields	Route identified.
1	2	3
1. Obra	i) Bina (Singrauli)	Obra-Karaila Road-Bina (Krishnashilla)
	ii) Gorbi (Singrauli)	Obra-Karaila Road-Singrauli-Gorbi
2. Unchahar	i) Jharia Middlings	Unchahar-Phaphamau-Allahabad-Mughalsarai.
	ii) North Karanpara	a) Unchahar-Phaphamau-Varanasi-Mughalsarai-Son Nagar-Garwa Road-Patratu.
		b) Unchahar-Phaphamau-Allahabad-Mughalsarai-Son Nagar-Garwa Road-Patratu.
3. Vijayawada	i) Manuguru (Singrauli)	Vijayawada-Dornakal-Manuguru.
	ii) Bellampalli (Singareni)	Vijayawada-Dornakal-Kazipet-Bellampalli.
4. Dadri	North Karanpara	Patratu-Garwa Road-Son Nagar-Mughalsarai-Allahabad-Kanpur-Dadri.
5. Yamuna Nagar	North Karanpara	a) Varanasi - Zafarabad-Sultanpur-Utaratia-Lucknow.
		b) Mughalsarai-Allahabad-Ghaziabad-Delhi Shahdara-Shamli-Saharanpur.

DA/As above.

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

No.85/WDO/SR/1. New Delhi, Dated 16-12-1988.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No.RS.18-T(7)/84 dated 15-6-88.

(Arimardan Singh)
For Secretary Railway Board.

Annexure-K

Infringements to the B.G. Schedule of Dimensions, 1973 reprint for Regie Open Rapid Discharge Hopper Wagon, type [illegible] to Drg.No.WD-86013-B-01 Alt.2.

S.No. (1)	Clause No./ Description (2)	Dimensions as per Schedule. (3)	Proposed Dimension (4)
1.	Max. height above rail level for centres of buffers for unloaded vehicles with ACB couplers, clause 13(b) of Chapter IV(A)	1030 mm	1105 mm
2.	Profile for max. moving dimensions of 1929 as shown in Diagram No.1A and others.	i) 3505 mm max. height at sides above rail level.	i) Max. height at sides is 3735mm above rail level, as shown in the drg.
		ii) From 1145 mm to 3505mm above rail level, the width is 3200 mm.	ii) At 1145mm the width is 3185mm increasing by tapering to 3270mm at 1240 mm height. From 1240mm to 1316 mm, the width is 3270mm, increasing by tapering to 3500mm at 1431mm. From 1431mm to 3735mm the width is 3500 mm, as shown in Drg.
		iii) From 305 mm to 1145mm, above rail level, the width is 3050mm.	iii) From 820mm to 1060mm above rail level, the max. width is 3120 mm.

(5)

1	2	3	4	5
			From 1060mm above R.L. to 1110mm the width is 3152mm which is gradually increasing by tapering to 3185mm at 1145 mm height.	
		iv) From 305mm to 1145mm, above rail level, the width is 3050 mm.	iv) With shoes in open condition the max. width from 825mm above rail level to 1010mm above rail level will be 3240 mm max.	

(27)

(28)

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

No. 87/CEDO/SR/21. New Delhi, Dated 15-12-88.

To

The General Manager,
Central Railway,
Head Quarters Office,
(ENGINEERING BRANCH),
Victoria Terminus,
Bombay.

Sub:- Running of WDM-7 class Diesel Electric Locomotive over B.G. Sections on Central Railway.

With reference to your application No.W.681/Y-66/BR/III dated 22-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WDM-7 class Diesel Electric B.G. Branch line Co-Co type locomotive incorporating ALCO/DLW built 12 cyclinder 251 B engine of 1977 HP and BHEL make 4501 AZ traction motors to RDSO Drawing No.SK.DL.3934 Alt.Nil and SK. SL3935 Alt.A having 16.0t axle load on the 29 BG Sections/at a maximum speed of 80 Kmph or at a sectional speed whichever is less. 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 the observance of all other conditions/stipulations made in your Joint Safety Certificate and all other certificates accompanying your application referred to above.

/shown on the reverse

The sanction for condonation of infringements to above Clause 11(ii), 12 of Chapter-IV(c) and Maximum Moving Dimensions of 1929 as shown in Diagram No. 1A and others of the BG Metric Schedule of Dimensions (1973) involved in the running of WDM-7 Diesel Electric Locomotives already been condoned under this office letter No.87/WDO/SR/5 dated 26-5-87.

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

No.87/CEDO/SR/21. New Delhi, Dated 15-12-88

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No. RS.17-T(9)/82 dated 29-8-88.

2) The Commissioner of Railway Safety, Central Circle, IInd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.573 dated 25-8-88.

(29)

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

(Arimardan Singh)
For Secretary Railway Board.

The B.G. Sections (Up & Dn.) are as under:

1. Bombay VT - Kalyan - Igatpuri - Bhusawal - Itarsi
2. Kalyan-Pune-Daund-Kurduwadi-Solapur-Wadi.
3. Itarsi-Jabalpur-Katni-Satna-Manikpur-Naini
4. Itarsi-Bhopal-Bina-Jhansi-Agra Cantt.-Mathura-Tuglakabad.
5. Itarsi-Amla-Nagpur-Wardha-Balharshah
6. Bhusawal-Badnera-Wardha
7. Bina-Katni/New Katni Junction.
8. Jhansi-Manikpur
9. Jhansi-Juhi (Kanpur)
10. Bina-Guna-Ruthiyai-Maksi
11. Daund-Manmad
12. Wadala Road-Mahim Chord/Kurla/Trombay/Mankhurd
13. Diva-Vasai Road
14. Diva-Panvel-Apta-Pen-Nagothane-Rohe Road.
15. Pen-Thal-Vaiset
16. Panvel-Uran
17. Karjat-Khopoli
18. Chalisgaon-Dhule
19. Jalamb-Khamgaon
20. Badnera-Amravati
21. Agra Cantt.-Idgah/Agra City/Belaganj Area/Jamuna Bridge (upto C.Rly.portion only).
22. Ait-Kunch
23. Katni-Singrauli
24. Jukehi-Kymore
25. Amla-Parasia
26. Buti Bori-Umrer
27. Majri-Rajur and
28. Tadali-Ghugus
29. Bhimsen-Khairar.

(30)

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

No.88/CEDO/SD/16. New Delhi, Dated 15 -12-88.

To

The General Manager (Engg.,),
South Eastern Railway,
Garden Reach, Calcutta - 700 043.

Sub:- Condonation of infringement to the Schedule of Dimensions due to provision of an emergency cross-over and conversion of Down loop into common loop at Bhupdeopur station yard at Nagpur end,,Km:604.00 on Howrah-Nagpur Trunk Route in Bilaspur Division.

With reference to your letter No.AW/Cross-over/BSP Divn. Dated 4.3.88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringement to the provision of 1 in 12 emergency cross-over on 1 in 150 grade at Nagpur end of Bhupdeopur station yard as a Permanent Measure to item 2 of Chapter-II of the B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.12033/SY/ BSP/82 accompanying your letter referred to above. The sanction is subject to adequate safety arrangements being made to prevent accidents.

It is noted that Sand Hump at Nagpur end of the proposed common loop has not been provided on account of huge cost involved in shifting the signal cabin and level crossing which is also technically not feasible.

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

No.88/CEDO/SD/16. New Delhi, Dated 15 -12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(7)/84 dated 15-6-88.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta - 700 001 with reference to his letter No.206/160 dated 3-6-88.

(Arimardan Singh)
for Secretary Railway Bd.

ANNEXURE-I

Sr.No.	Location	Name of structure which infringes.	Chapter & item	Pr scribed Dimensions	Existing actual dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Bhupdeopur station.	Provision of 1 in 12 cross-over on 1 in 150 grade at Nagpur end of the yard.	Chapter-II item-2	1 in 400	Proposed points and crossings on 1 in 150 grade.	Grade 1 in 150 against 1 in 400.

(32)

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

No.88/CEDO/SD/1. New Delhi, Dated 14-12-88.

To

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Vijayawada-Balharshah Railway Electrification - Introduction of Electric Traction on Kazipet-Bellampalli - Clearance to fixed structures - Condonation regarding.

With reference to your office letter No.E.252/VBRE/4039/ Infringements dated 4-2-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to item 10(iii)(b) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) on a Permanent Basis to ROB at KM:247.799 between Mandamari and Bellampalli stations. The remaining infringements to 4 Water Columns regarding setting distances from Centre line of track and 2 FOBs regarding Vertical clearances as shown in Annexure-A enclosed with your application are sanctioned only as a temporary measure. These infringements should be removed by the Railway in due course of time.

The Infringements to Water Columns should be removed as soon as Steam Traction is withdrawn from the above section after electrification. As regards infringements to FOBs these should be removed by way of lifting the FOBs on steel pedastals /stools to clear the existing infringements.

It is however noted that 3660 mm wide stock will not run on the section in the near future.

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

No. 88/CEDO/SD/1. New Delhi, Dated 14-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.18-T(1)/84 dated 16.3.88.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500 371 with reference to his letter No.10/SC/ 3 dated 24-2-88.

(Arimardan Singh)
For Secretary Railway Board.

(33)

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

No. 88/CEDO/SD/1. New Delhi, Dated 13-12-1988.

To

The Chief Signal & Telecommunication Engineer,
Railway Electrification,
South Central Railway,
Vijayawada.

Sub:- Vijayawada - Balharshah Railway Electrification - Introduction of Electric Traction on Kazipet - Bellampalli (Manchiryal) section - Clearance to fixed structures - Condonation - reg.

With reference to your letter No.E.252/VBRE/4039/ infringements dated 27-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements to 25 S&T Structures on Kazipet (Excl.) - Manchiryal (incl.) section having setting distances varying from 2210 mm to 2350 mm to 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Form-XI Annexure B/1 and B/2 accompanying your letter referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide stock.

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

No.88/CEDO/SD/1. New Delhi, Dated 13-12-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-T(1)/84 dated 13-7-88.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/7 dated 30-6-88.

(Arimardan Singh)
For Secretary Railway Board.

(34)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 88/CEDO/SD/1. New Delhi, dated 12-12-1988.

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

Sub: Approval of infringement in connection with Introduction of Electric Traction on Bareth(Incl.) to Bhopal (incl.) Km: 941/155.56 to Km:836.42 section of Central Railway.

.....

With reference to your letter No. CPM/RE/BPL/T-25/1905 dated 25.8.88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements in connection with the above mentioned work.

Civil Engineering - Annexure'A'

8 Water Columns. 4 FOBs Columns . 2 Water Hydrayents. 1 Post for Water Hydrant Hose Pipe.	item 13(ii)(c) of Chapter - I

OHE - Annexure'B'

74 OHE Structures	Item 13(ii)(c) of Chapter - I

S&T - Annexure 'C'

18 signal ladder structures - Bina River to Sukhi Sewania section	Item 13(ii)(c) of Chapter - I
21 Signal ladder and shunt units Sukhi-Sewania to Bhopal section	item 13(ii)(c) of Chapter - I
1 Signal Ladder at S.No.3(viii) of Annexure 'C'	item 8(i) of Chapter -II

The sanction is subject to the removal of Water Columns, hydrants etc. consequent to electrification. It is however noted that blanking arrangements will be provided for signal ladder which are located at a distance less than 2.360 m. It may be noted that RE Dte. of Board's Office have modified item 3(viii) of Annexure 'C' pertaing to UP starting for UP and Dn(Main)51 as shown on the reverse as per the columns in your performa.

.....2/-

(35)

Ladder	Dn main line & siding.	Item 8(i) Chapter II	4570	4310	Straight	nil	nil 260
			4570	3250	Straight	-	nil 1320

(ARIMARDAN SINGH)
Director Civil Engineering (G), Railway Board

No. 88/CEDO/SD/1. New Delhi, dated 12-12-1988.

Copy forwarded for information to :-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his endorsement No. RS.18-T(2)/84-Vol.II dated 5.9.88.

2) The Commissioner of Railway Safety, Central Circle, Bombay - 400 020 with reference to his letter No. 583 dated 26.8.88.

3) EDRE Railway Board New Delhi in connection with the correction made by RE Dte. to item 5(viii) of Annexure'C' as shown above in concluding para of the letter.

(ARIMARDAN SINGH)
for Secretary Railway Board.

(36)

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

No.84/W0/SD/8. New Delhi, Dated 8-12-88.
9

To

The General Manager,
Southern Railway,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 37 - Madras - Gudur Section - Statement of infringements for running3660 m Stock - Royapuram - Madras Beach Section.

With reference to your letter No.SER/252/AE/4618 dated 19-3-87 sent through the Chief Commissioner of Railway Safety, Lucknow and your letter dated 25.2.88, the Ministry of Railways (Railway Board) sanction the infringements to item 13(ii)(c) and (d) of Chapter-I and item 8(ii) of Chapter-II of the B.G.Metric Schedule of Dimensions (1973) as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above. The sanction is subject to the condition that infringements due to location Boxes trapped between compound wall and mixed gauge track are removed when MTP work is taken up in this area.

It has however been noted that the infringement due to Down Starter Road 5 at Royapuram will be removed during Route Relay interlocking and that due to Up Starter Road 1 (Ladder) at Madras Beach Junction (BG) will go away when Beach remodelling is taken up by MTP.

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

No.84/W0/SD/8. New Delhi, Dated 8-12-88.
9

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No. RS.8-T(4)/84 dated 21-5-87.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore - 560 059 with reference to his letter No.46 dated 3.4.87.

(Arimardan Singh)
For Secretary Railway Board.

ANNEXURE - I

Sr. No.	Location	Name of Structure which infringes.	Chapter & item.	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1.	Royapuram KM:BB. 2/15-17	Down Home	Chapter I item 13(ii) (d)	2360mm	2220 mm	140mm.
2.	Royapuram KM:BB. 3/4-5	Down Starter Road 5	Chapter II item 8(ii)	4720 mm	4490 mm	230 mm
3.	Madras Beach Jn. (BG) KM:BB 4/4-5	Up Starter Road 1 (Ladder)	Chapter-I item 13(ii) (d)	2360 mm	2320 mm	40 mm
4.	Madras Beach KM:BB/MG 41-42	Location Box L3	Chapter I item 13(ii) (c)	2360 mm	2260 mm	100 mm
5.		Location Box L3A	-do-	2360 mm	2330 mm	30 mm
6.		Location Box L3B	-do-	2360 mm	2330 mm	30 mm
7.	Madras Beach BB/MG 47-48	Location Box L4	-do-	2360 mm	2230 mm	130mm
8.		Location Box L4A	-do-	2360 mm	2240 mm	120 mm

(38)

No. 88/CE DO/BR/1. 9 - 12 - 88.

To

The General Manager,
Western Railway,
Bombay.

(For kind attention of Shri.J.N.Lamba)

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,88.

Ref:- Your office letter No.W.65/12 Vol.IV dated 18/20-7-1988.

Reference Statement 'B' enclosed with your above quoted letter. In this statement the position of Bridges with waterways 60' and above to less than 100' as on 31.3.87 and 31.3.88 is shown as 298 and 286 respectively but the Comparative decrease in the number of bridges shown is (-)14 which is not understood.

It appears that the figure of 284 as on 31.3.88 has inadvertently been typed out as 286. The position may please be rechecked and necessary correction advised by return post, as the printing of the information in Board's annual report is getting delayed for want of correction from your Railway.

This may please be treated as immediate.

(D.N.Machiwal)
For Excutive Director Civil Engg;(B&S)
Railway Board.

(39)

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

No. 88/CEDO/SD/15. New Delhi, Dated 9-12-88.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Line Capacity Works on Coal carrying route-Facilities on Godhra - Dahod and Ratlam-Nagda section - Sant Road Station.

With reference to your letter No.WNC. 635/4/9/1 dated 29-9-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement in connecting the proposed Up loop on a grade of 1 in 150 at Sant Road Station to item 2 (b) of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. CE(SXC) 14307/F-LC

It is however noted that the gradient towards Ratlam end is rising only for a distance of 0.9 mile and as such no special safety devices at Sant Road Station are considered necessary over and above what has been already stipulated in the station working rules that no hand shunting shall be permitted at this station.

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

No. 88/CEDO/SD/15. New Delhi, Dated 9-12-88.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No.RS.18-T(8)/84 dated 19-10-88.

2) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.221/536 dated 11-10-88.

(Arimardan Singh)
For Secretary Railway Board.

Recd.
9.12
(N.C. BINDLISH)
CE(Const.)
W.Rly.

(40)

ANNEXURE - I

Sr.No.	Location	Name of structure which infringes.	Chapter & Item	Prescribed Dimensions.	Existing actual Dimensions.	Amount of infringement.
1.	KM:469.97 Sant Road Station on Godhra-Ratlam section.	New Up loop line taking off from main line on a 1 in 150 grade.	Chapter-II item 2 (b)	1 in 400	1 in 150	1 in 150 against 1 in 400.

~~36~~ 41

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

No. 85/WDO/SR/1

2-12-88

To

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

Attention: Shri. Shri. Vikram Singh, Dy. CE/SLC.

Sub:- Running of 3500 mm wide 'BOBR' Wagon.

Ref:- Your office letter No.348W/29 dated 2-9-88.

Further to your above quoted letter Ministry of Railways desire to have the information in respect of the following additional routes in the similar four proformae as already sent vide your above quoted letter alongwith three copies of the map. The routes are as under:-

1. Saharanpur - Shamli - Delhi Shahdara - Ghaziabad

2. Utratia - Sultanpur - Zafarabad - Varanasi

As the position in respect of the above routes is immediately in connection with issue of the sanction for condonation of infringements in the Design of BOBR wagons, it is requested that the required information may please be sent as early as possible.

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

(342)

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

No. 88/CEDO/SD/8. New Delhi, Dated 2-12-88.

To

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

Sub:- Condonation of Grade infringements in yards to item 2(b) of Chapter-II of B.G. & M.G. Metric Schedule of Dimensions - Instructions regarding.

*****

It has come to the notice of the Ministry of Railways that the Railways are applying for condonation of grade infringement in the yards for locations flatter than 1 in 260 through CRS/CCRS. This subject was discussed by the undersigned with Chief Commissioner of Railway Safety, Lucknow on 19-7-88 and it was clarified by CCRS that in terms of Schedule all BG & MG grade infringements steeper than 1 in 400 (but upto 1 in 260) CRSs of the concerned Zonesare empowered to issue the sanction for condonation of grade infringements. Cases relating to grade infringements steeper than 1 in 260 may however be referred to the Board through CRS/CCRS for condonation of infringements. 2'-6" & 2'-0" N.G.Schedule is perhaps not covered by the suggestion made by CCRS.

Before any instructions are issued to the railways, RDSO are requested to kindly examine this issue and send the draft clarification to be issued to the Railways for consideration in this office.

2/12/88
(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

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

(43)/D

No. 88/CEDO/SD/11. New Delhi, Dated 28-11-88.

To

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub:- Electrification of Badnera Yard lines in Bhusawal-Wardha-Nagpur section 25 kV A.C.- Administrative approval for adoption of setting distance below 2.36M for the OHE structures.

Ref:- Your office letter No. CPM/N/EL/T/28/5907 dated 26-7-88.

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'-0") stock is not expected to be introduced, and adoption of these dimensions would entail heavy expenditure, an administrative referenc should be made to the Board, individually in each case, before excution 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 (12'-0") wide stock is not expected to be introduced. As such in cases where 3660 mm (12'-0") 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 Engineering), Railway Board i.e,, through CRS/CCRS.

It is therefore requested that revised application may please be proceesed accordingly.

(Harbans Singh)
For Adviser Civil Engineering,
Railway Board.

(43)/(2)

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

No. 88/CE(O)/SD/11. New Delhi, Dated 29-11-88.

To

The Chief Project Manager,
Railway Electrification,
Nagpur - 440 001.

Sub:- Electrification of Amla Yard lines in ITARSI-NAGPUR 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/W/EL/T/28/5906 dt. 26.7.88

Extracts of sub para under para 9 of the forwarding letter at page 8 of the 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'-0") 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 excution 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 is cases where 3660 mm (12'-0") wide stock is not expected to be introduced. As such in cases where 3660mm (12'-0") 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 Engineering), Railway Board i.e., through CRS/CCRS.

It is therefore requested that revised appliction may please be processed accordingly.

(Harbans Singh)
For Adviser Civil Engg;
Railway Board.

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

(43)/(3)

No. 88/CEDO/SD/11. New Delhi, Dated 28-11-88.

To

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub:- Electrification of Nagpur station passenger lines in Nagpur-Bhusaval section on 25 KV A.C. Administrative approval for adoption of settin distance below 2.36 m. for the OHE structures.

Ref:- Your letter No.CPM/N/EL/T/28 dated 13-6-1988.

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'-0") 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 in required to be taken only in cases where 3660 mm (12'-0") wide stock is not expected to be introduced. As such in cases where 3660 mm (12'-0") 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.

(Harbans Singh)
For Adviser Civil Engineering,
Railway Board.

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

(44) 1 (D)

No. 88/CEDO/SD/1. New Delhi, Dated 24-11-88.

To

The Chief Signal & Telecom.Engineer,
Railway Electrification,
Bhopal.

Sub:- Approval of infringement in connection with introduction of Multi-Aspect Colour Light Signalling at Vidisha on Bina-Bhopal section of Central Railway.

With reference to your letter No.CPM/B/ST/SIG/20 dated 21-04-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringement to two signal structures located at a setting distance varying from 2210 mm to 2260 mm at Vidisha station to item 13(ii)(c) of B.G. Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Annexure 'A' (Form-XI) accompanying your letter referred to above.

It is however noted that blanking arrangements will be provided for signal ladders which are located at a setting distance less than 2.360 m.

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

No.88/CEDO/SD/1. New Delhi, Dated 24-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(2)/84-Vol.II dated 12-5-88.

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 No.340 dated 5-5-88.

(Arimardan Singh)
for Secretary Railway Board.

(44)/(2)

S.No.	Location	Name of Structure which infringes.	Chapter & item	Prescribed Dimensions	Existing actual Dimensions	Amount of Infringement.
1	2	3	4	5	6	7
1.	Up Main starting at Vidisha on Bina - Bhopal section.	Signal Ladder	Chapter-I item 13(ii)(c)	2360 mm	2390 2260	Nil 100
2.	Dn.Main starting at Vidisha on Bina-Bhopal section.	-do-	-do-	-do-	2210 2210	150 150

R.N./CEDO/24.11.88

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

(45)

No. 88/CEDO/SD/1. New Delhi, Dated 24-11-88.

To

The Chief Signal & Telecom. Engineer,
Railway Electrification,
Bhopal.

Sub:- Approval of infringement in connection with introduction of Multi-Aspect Colour Light Signalling at Kalher Station on Bina-Bhopal section of Central Railway.

With reference to your letter No.CPM/B/ST/SIG/20 dated 8-3-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the setting distances varying from 2270 mm to 2300 mm for two signal ladders - One for Down Main linesignalling and the other for Up Main line signalling at Kalher Station yard to item 13(ii)(c) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Form-XI accompanying your letter referred to above.

It is however noted that blanking arrangements will be provided for signal ladders which are located at a distance less than 2.360 m.

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

No.88/CEDO/SD/1. New Delhi, Dated 24-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(2)/84-Vol.II dated 22-3-88.

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 No.196 dated 15/3/88.

(Arimardan Singh)
For Secretary Railway Board.

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

No.88/CEDO/SD/14. New Delhi, Dated 22-11-88.

To

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

Sub:- Sahibganj Station - Infringement to existing foot over bridge trestle due to extension of Platform No.3.

With reference to your letter No.W.591/11 dated 25-4-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringement of intermediate trestle of F.O.B. on Platform No.3 at SBG to item 8(i) of Chapter-II of B.G. Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.DRM/NLDT/161-87 accompanying your letter referred to above.

The sanction is valid upto 31.3.89 only. The Railway will have to remove the infringement within this period.

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

DA:-Nil.

No.88/CEDO/SD/14. New Delhi, Dated 22-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No. RS.18-T(4)/84 dated 17-5-88.

2) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.66 dated 27-4-88.

(Arimardan Singh)
For Secretary Railway Board

DA/Nil.

P.T.O.

A.Narayanan/CEDO/22/11/88.

(47)

ANNEXURE - I

Sr. No.	Location	Name of Structure which infringes.	Chapter & item	Prescribed Dimensions	Existing actual dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	On Platform No.3 at Sahibganj Km:231.34 from Khana Jn.	Intermediate trestle of Foot Over Bridge at SBG	Chapter-II item 8(i)	4720mm	4407mm	313mm

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

6

No. 88/CEDO/SR/26. New Delhi, Dated 22-11-88.

To

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

Sub:- Design of BG Ammonia Tank Wagon type 'BTALM' - Sanction for infringement.

With reference to your application No.CT/DG/LW/IFFC dated 2-9-88 and 13-10-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the under noted infringements to the profile of Maximum Moving Dimensions of (1929) involved in the design of M/s.IFFCO's BG Ammonia Tank Wagon type 'BTALM' to RDSO's Drawing No. WD-88035-S-01 Alt.I converted from existing fleet of 'BTAL' wagon owned by M/s.IFFCO. BTALM wagons are fitted with 'UIC' bogies and vaccum brake arrangement and the infringements are based on Annexure-I accompanying your application dated 13-10-88 referred to above. It is noted that the dimensions of 'BTALM' wagon are within 'X' Class loco maximum moving dimensions.

Clause No.	Description of Clause as per Schedule.	Dimensions as per Schedule (mm)	Dimensions as per drawing (mm)
Profile for max.moving dimensions of 1929 as shown in diagram No.1A and others.	i) Maximum height above rail level at sides of unloaded vehicles.	3505	4003 (The working platform and dome infringe the tapered portion of 1929 profile from a height of 3756 mm above R.L.)
	ii) Maximum height above rail level for a width of 305 mm on either side of centre of unloaded vehicles.	4115	4275 (For a width of 90 mm on either side of centre due to dome).

(Arimardan Singh) 22/11/88
Director Civil Engineering (G),
Railway Board.

No.88/CEDO/SR/26. New Delhi, Dated 22-11-88.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-T(7)/84 dated 7-9-88 and 19.10.88.

(Arimardan Singh) 22/11/88
For Secretary Railway Board.

(49)

A.K.Mehrotra
Excutive Director Civil Engg.,(B&S)

D.O.No.88/CEDO/BR/1. New Delhi, Dated 22-11-88.

My dear Suryanarayana,

Sub:- Major and Minor Bridges on Indian Railways.
Ref:- Your D.O.No.DD/B.1/BR-GL-Pt.8 dated 29.9.88.

Please refer to this office endorsement of even number dated 25-10-88 (Copy enclosed) for your ready reference in terms of which South Eastern Railway was requested to confirm the final figures after reconcilation with South Central Railway by 31.10.88 positively. But, I find that the final figures have not so far been received from your railway.

South Central Railway under their letter No. W.71/1/BY/Vol.III dated 11.11.88 (Copy enclosed) have advised the Board that the figures advised by South Eastern Railway under their D.O.letter No.DD/B.1/BR-GL-Pt.8 dated 29.9.88 (Copy enclosed) are all correct except for the position of Bridges with less than 20 feet waterways which should be 35 instead of 36 shown by South Eastern Railway. Similarly the figure of total waterways should be 56 instead of 57 shown by South Eastern Railway. The reason for this correction is that South Eastern Railway havewrongly accounted for Bridge No.749-D at S.No.17 of their statement. Bridge No.749-D is actually a Fly over Bridge which should not have been accounted for by South Eastern Railway. I would therefore request you to kindly revise the figures of number of bridges with less than 20 feet waterways on 31.3.88 as 15,068 instead of 15,069 and accordingly revise total number of bridges with waterways as 18,363 instead of 18,364. The increase over the previous year for two relevant columns may also be revised as 76 instead of 77 and 86 instead of 87 respectively. Afinal statement on 31.3.88 for bridges with waterways may accordingly be sent immediately as the printing work in Board's office is held up for want of information from your railway.

With best wishes,

yours sincerely,

Shri.S.Suryanarayana,
Chief Bridge Engineer,
South Eastern Railway,
Calcutta - 43.

(50)

No.88/CEDO/OKI/12. New Delhi, Dated -11-88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Doubling of track between Hyderabad and Telapur - Diversion of Main line from KM:157/2-3 to 161/0-1 on Secunderabad-Wadi section of Secunderabad (BG) Division 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 14-4-88.

For Secretary Railway Board. (Arjmardan Singh)

Railway Board D.B.No.PS/SC/62 and PS/SC/62/1.

No.88/CEDO/OKI/12. New Delhi, Dated -11-88.

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.

(Arjmardan Singh)
Director Civil Engineering
Railway Board.

(51)

No.88/CEDO/ORI/2 -11-88.

To

The Director,
Map Publication,
Survey of India,
Nathibarimla,
Dehra Dun.

Sub:- Opening of Second Line between Thuria - Talavli on Kota Division of Western 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 16-9-1987.

(Arjansrdan Singh)
For Secretary Railway Board.

Railway Board R.B.No. PT/M/127 and PT/M/127/1.

No.88/CEDO/ORI/2. New Delhi, Dated -11-88.

Copy forwarded for information and necessary action to Statistical Reading Branch, Room No.413, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section.

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

(52)

No. 88/CEDO/ORI/11. -11-88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Doubling between Saidwan and Kishangarh stations on Phulera-Ajmer (MG) section of Western 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 30-12-1987.

(Arjandan Singh)
For Secretary Railway Board.

Railway Board D.O.No. PS/W/126 and PS/W/126/1.

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

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.

(Arjandan Singh)
Director Civil Engineering,
Railway Board.

(53)

No. 88 / CEDO / ONI / 5. -11-88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

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 section in Secunderabad (S.C.) Division 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 11.4.1988 and 14.5.88.

	Date of opening.
i) Permanent diversion of Up main line between Km.177/1 to 180/1.	11.04.1988
ii) Permanent diversion of Up main line between Km.162/13 to Km.165/5.	14.05.1988

(Arimardan Singh)
For Secretary Railway Board.

Railway Board D.O.No. PS/SC/65/1-2 and PS/SC/65/3-4.

No.88/CEDO/ONI/5. New Delhi, Dated -11-88.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhwan, New Delhi alongwith a copy of the Index Plan and Section.

(Arimaran Singh)
Director Civil Engineering,
Railway Board.

(54)

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

No. 87/WDO/SR/8. New Delhi, Dated 16-11-1988.

To

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

Sub:- Condonation of infringements in the design of PCL Tank Wagon type 'BTPN'.

With reference to your application No. CT/DG/LW/BTPN dated 14.5.87 and 11.11.88 sent through the Chief Commissioner of Railway Safety Lucknow , the Ministry of Railways sanction the following infringements to the B.G.Metric Schedule of Dimensions (1973) involved in the design of bogie 'PCL' Tank Wagon type 'BTPN' to RDSO's Drawing No.WD-86081-S-51 Alt.Nil having an axle load of 20.32t and fitted with cast steel modified Casnub 22W(M) bogies and non transition centre buffer couplers. The infringements are as under:-

S.No.	Item No. Chapter IV(A)	Description	Dimensions as per Schedule mm	Dimension as per Drawing. mm
1.	13(b)	Maximum height above Rail Level for centre of buffers for unloaded vehicles with C.B.Couplers.	1080	1105
2.	Profile for Maximum Moving Dimensions of 1929 as shown in Diagram No.1-A and others.	i) Maximum height above Rail Level at sides of unloaded vehicles.	3505	4006 (The ladder and working platform infringe the tapering portion of 1929 profile from a height of 3660 mm above Rail Level.)
		ii) Maximum height above Rail Level for a width of 305 mm on either side of the centre of unloaded vehicles.	4115	4265 (Due to dome of 600 mm dia).

It has however been noted that suitable modifications of the bogies to cover up all adverse effects to track will be incorporated in due course of time.

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

No.87/WDO/SR/8. New Delhi, Dated 16-11-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No.RS.18-T(7)/84 dated 22-5-87.

(Arjandas Singh)
For Secretary Railway Board.

(55)

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

No. 84/WBG/SR/8. New Delhi, Dated 17-11-88.

To

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Vijayawada-Balharshah Electrification introduction of Electric traction on Vijayawada-Dornakal section-Horizontal clearance to be adopted for fixed structures from centre line of track - Condonation.

Ref:- Your letter No.W.469/Genl./INF/Vol.II dated 6-4-1988.

With reference to your above quoted letter this is to clarify that

i) The restriction of 15 Kmph mentioned in Board's letter of even number dated 11-1-85 was imposed since a speed restriction of 15 Kmph was already existing in Dornakal yard in terms of para 6 of your letter No.E.252/WBRK/4039/ infringement dated 31-8-84.

So far Board's letter of even number dated 13-4-87 is concerned, the restriction of 15 Kmph is applicable only when 3660 mm (12'-0") wide stock is introduced on the section.

ii) The restriction of 15 Kmph imposed for existing infringing clearance of less than 2210 mm (7'-3") is not proposed to be imposed for Steam/Diesel Traction.

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

No.84/WBG/SR/8. New Delhi, Dated:- 17-11-88.

Copy to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No.RS.18-2(1)/84 dated 16.10.84 and 27-11-86 alongwith a copy of General Manager, South Central Railway, Secunderabad's letter No.W.469/Genl./INF/Vol.II dated 6-4-88.

2) The Commissioner of Railway Safety, Southern Circle, Bangalore - 560 009 with reference to his letter No.1391 dated 15-9-84 and letter No.1528 dated 18-11-86 alongwith a copy of General Manager, South Central Railway, Secunderabad's letter No.W.469/Genl./INF/Vol.II dated 6-4-88.

(Arimardan Singh)
For Secretary, Railway Board.

दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY

(56)

महाप्रबन्धक का कार्यालय
GENERAL MANAGER'S OFFICE
कार्य शाखा
WORKS BRANCH
रेल निलयम,
RAIL NILAYAM,
सिकंदराबाद-५००३७१ (आ. प्र.)
SECUNDERABAD-500371 (A.P.)

No.W.469/Genl/INF/Vol.II

दिनांक Date : 6-4-1988

The Executive Director Civil Engineering,
Railway Board, Rail Bhavan,
NEW DELHI

Sub: Vijayawada-Balharshah Electrification introduction of Electric traction on Vijayawada-Dornakal section-Horizontal clearance to be adopted for fixed structures from centre line of track - Condonation.

Ref: 1. Railway Board's letter No.84/WDO/SD/8 dated 11-1-85 and 21-4-87. — S.N. 51 S.N. 72.
2. This Railway letter even No.dt.17-9-87.

...

With reference to Board's letters quoted above CPM/RE/BZA was instructed to impose a speed restriction of 15 kmph at locations where the horizontal clearance available from the centre line of track to water columns is less than 2210mm(7'-3").

In this regard it is pointed out that 3200mm(10'-6") vide stock are moving presently at unrestricted speed on all locations where water column/structures with a clearance of 2135mm (7'-0") are in existance.

Vide this office letter even No.dt.17-9-87, Board was requested for certain clarifications.

i) Whether this restriction mentioned in the above Board's letters is applicable to only on routes where electric traction is proposed/introduced.

ii) Whether this restriction is to be equally enforced on other routes where diesel/steam traction is now inforce.

As a decision on the imposition of the speed restrictions has to be taken, Board is requested to clarify the above points early.

Already dealt with on page 67/Note

(M. N. Rao) 6/4/88
Dy.Chief Engineer/Bridges
for General Manager.

(57)

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

No. 88/CEDO/SR/14. New Delhi, Dated //-11-88.

To

The General Manager (Engg.,),
Northern Railway,
Baroda House,
New Delhi.

Sub:- Running of 140t B.G.Diesel Hydraulic Brake-down Crane on Northern Railway.

With reference to your application No.519-W/474 dated 5-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 140t B.G.Diesel Hydraulic Brake-down Crane having an axle load of 20t manufactured by M/s.Cottwald, West Germany as per RDSO's sketch No.WDH 1400R(Alt.5) fitted with two six wheeled bogies with single stage helical spring suspension arrangement with jib resting on match truck, on the following B.G.sections at a maximum speed shown against each section:

S.No.	Sections	Maximum speed in Kmph.	
		When running on its own power.	When hauled in train formation.
1.	Ghaziabad - Mughalsarai	5	40
2.	Tundla - Challesear	5	40
3.	Chunar - Chopan	5	40
4.	Aligarh - Harduaganj	5	40
5.	Mughalsarai - Pratapgarh - Lucknow	5	40
6.	Varanasi - Faizabad - Lucknow	5	40
7.	Phaphamau - Janghai	5	40
8.	Phaphamau - Allahabad	5	40
9.	Zafarabad - Sultanpur - Utratia.	5	40
10.	Phaphamau - Unchahar - Bareilly	5	40
11.	Delhi - Subzimandi	5	35
12.	New Delhi - Subzimandi	5	35
13.	Lucknow - Kanpur	5	40
14.	Delhi - Delhi Kishanganj	5	35
15.	New Delhi - Delhi Kishanganj	5	35
16.	Delhi - New Delhi	5	40
17.	New Delhi - Tughlakabad	5	40
18.	Delhi - Ghaziabad	5	40

P.T.O.

19.	Ghaziabad - Saharanpur	5	40
20.	Saharenpur - Ludhiana	5	40
21.	Hazeret Nizamuddin - Daysbasti	5	40
22.	Delhi Kishanganj - Bhatinda	5	40
23.	Subzimandi - Ambala Cantt.	5	40
24.	Ambala Cantt. - Chandigarh	5	40
25.	Chandigarh - Kalka	5	40
26.	Delhi Shahdara -Shamli - Saharanpur	5	40
27.	Rajpura - Bhatinda	5	40
28.	Narwana - Kurukshetra	5	40
29.	Jind-Panipat	5	40
30.	New Delhi - Sahibabad	5	40
31.	Lucknow - Saharanpur	5	40
32.	Moradabad - Ghaziabad	5	40
33.	Lucknow - Hardwar	5	40
34.	Hardwar - Dehra Dun	5	40
35.	Bareilly - Chandausi	5	40
36.	Chandausi - Harduaganj	5	40
37.	Khurja - Meerut	5	40
38.	Moradabad - Chandausi	5	40
39.	Ludhiana - Amritsar	5	40
40.	Jallandhar - Pathankot	5	40
41.	Bharoli - Pathankot	5	40
42.	Amritsar - Atari	5	40
43.	Bharoli - Jammu Tawi	5	40
44.	Bathinda - Ferozepur Cantt.	5	40
45.	Jullundhar City - Ferozepur Cantt.	5	40
46.	Ludhiana - Dhuri - Jakhal	5	40

The sanction is subject to the observance of all permanent and speed restrictions in force and/or that those may be imposed from time to time. The sanction is further subject to the conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/26/88, RDSO's Speed certificate No.SL/CR/SPD/140t/BD/DH dated 12.9.86 and all other certificates accompanying your application referred to above.

Amended by their letter No. SL/CR/SPD/140t/BD/DH dated 8.9.87

The sanction for infringement to Clause 18(i) of Chapter-IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the running of above 140t B.G. Diesel Hydraulic Brake-down Crane has however condoned under Board's letter No.86/WDO/SR/17 dated 26-9-86.

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

(59)

No. 88/CEDO/SR/14. New Delhi, Dated 11-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(5)/82 dated 26.9.88

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow - 226 001 with reference to his letter No.51/1339/ Diesel Crane Car/Pt.1 dated 21-9-88.

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

(Arimardan Singh)
For Secretary Railway Board.

R.N./CEDO/8.11.88

(60)

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

No. 88/CEDO/SD/1. New Delhi, Dated 11-11-1988.

To

The Chief Project Manager,
Railway Electrification,
Nagpur - 440 001.

Sub:- Electrification of Itarsi-Nagpur-Wardha section
Sanction for deviation from Schedule of Dimensions
BG (1973) regarding height of ROBs in
Itarsi-Nagpur and Nagpur-Wardha sections of
Central Railway.

With reference to the position explained in your application No.CPM/N/EL/T/28/7761 dated 26-9-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to infringements to item 10(b) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) in raising one ROB on Nagpur-Wardha section and two ROBs on Itarsi-Nagpur section as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your application referred to above.

It is however noted that a speed restriction of 100 Kmph is already existing in Wardha yard.

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

No. 88/CEDO/SD/1. New Delhi, Dated 11-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001 with reference to his Endorsement No.RS.18-T(2)/84-Vol.II dated 13.10.88

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 No.670 dated 7th October,88.

(Arimardan Singh)
For Secretary Railway Board.

(61)

ANNEXURE - I

S.No.	Name of structure.	Location	Item No. Chapter No.	Prescribed Dimension mm	Existing actual clearance mm.	Clearance after raising mm	Infringement after raising mm.
1	2	3	4	5	6	7	8
1.	ROB on Nagpur - Wardha section.	Km: 758/2	10(b) Chapter-I	5870	4460	5650	220
2.	ROB on Itarsi - Nagpur section.	Km:845/7-8	-do-	5870	5040	5600	270
3.	ROB on Itarsi- Nagpur section.	Km: 1040/1	-do-	5870	4960	5600	270

R.Narayanan/CKDO/7-11-88.

(62)

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

No. 88/CEDO/SR/6. New Delhi, Dated 10-11-1988.

To

The General Manager,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Sub:- Running of B.G.Bogie Liquified Petroleum Gas Tank Wagon type : BTPGL' on entire B.G.sections of South Eastern Railway.

With reference to your application No.G/TANK WAGON/Pt.5 dated 17-11-87 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G.liquified Pertoleum Gas Tank Wagon type 'BTPGL' fitted with two axle load of 20.32t to RDSO's Drawing No. WD-85023-S-02 (Alt.2) on the entire B.G.sections of South Eastern Railway at a maximum permissible speed of 65 Kmph both in loaded and empty conditions. The sanction is subject to observance of the following:-

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time.
2. Observance of all conditions/stipulations made in your Joint Certificate No.15/87 and all other certificates accompanying your application.
3. The Railway ensuring that no stock which is over due schedule maintenance prescribed by Railway Board in their letter No.83/M(N)/951/85 dated 2-6-86 is permitted to run over the system.
4. The Railway issuing a set of Safety precautions for guidance of people dealing with these wagons.

The infringements to Clause 13(b) of Chapter-IV-A involved in the above wagon and the profile of maximum moving dimension of 1929 as shown in diagram 1A and other of the B.G.Metric Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above have however already been condoned under Board's letter No.87/WDO/SR/2 dated 24-2-87.

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

P.T.O.

(63)

No. 88/CEDO/SR/6. New Delhi, Dated 10-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No.RS.17-T(1)/82 Vol.V(B) dated 25-1-88 and No.RS.17-T(1)/82 Vol.VI dated 26.2.88

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.833/257 dated 20-11-87.

3) The Director Standard (WAGON), RDSO., Lucknow.

(Arimardan Singh)
For Secretary Railway Board.

R.N./CEDO/1-11-88.

(84)

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

No. 88/CEDO/SR/6. New Delhi, Dated 10-11-1988.

To

The General Manager,
Western Railway,
Churchgate, Bombay.

Sub:- Introduction of 20.32t axle load Broad Gauge liquified Petroleum Gas Wagon type 'BTPGL'.

---

with reference to your application No. W.636/15/77 dated 2-11-87 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of B.G. Bogie liquified Petroleum Gas Tank Wagon type 'BTPGL' fitted with two axle UIC type fabricated bogie having a maximum axle load of 20.32t to RDSO's Drawing No. WD-85029-S-02 (Alt.2) on the following B.G. sections at a maximum speed mentioned against each section in empty as well as in loaded condition.

S.No.	Section	Proposed maximum permissible speed (in Kmph.)
1.	Vasai Road-Bulsar-Surat.	65 Kmph
2.	Surat-Baroda-Godhra	65 Kmph
3.	Godhra-Ratlam-Nagda =	65 Kmph
4.	Nagda-Kota-Mathura	65 Kmph
5.	Kota-Bina	
	a) Kota-Baran	40 Kmph
	b) Baran-Ruthiyai	55 Kmph
6.	Nagda-Ujjain - Bhopal	65 Kmph.
7.	Anand-Godhra	
	a) Anand-Od	50 Kmph
	b) Od-Godhra	55 Kmph
8.	Vadodra-Anand-Sabarmati-Viramgam	65 Kmph
9.	Viramgam - Hapa	50 Kmph
10.	Udhna-Jalgaon	50 Kmph
11.	Chanlodiya-Gandhi Nagar.	65 Kmph
12.	Hapa-Okha	65 Kmph
13.	Kanalus-Porbandar	65 Kmph
14.	Kanalus-Sikka	50 Kmph
15.	Viramgam-Gandhidham	50 Kmph

P.T.O.

(65)

The sanction is subject to observance of the following conditions:-

1) Speed restrictions as notified in Appendix VII to the current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time.

2) Observance of all conditions/stipulations made in Joint Safety Certificate No.20 of 1987 and all other certficates accompanying your application.

3) The Railway ensuring that no stock which is overdue schedule maintenance prescribed by Board in their letter No.83/M(N)/951/85 dated 2-5-85 is permitted to run over the system.

4) The Railway issuing a set of Safety precautions for guidance of peopole dealing with these wagons.

The infringements to Clause 13(b) of Chapter-IV(A) involved in the above wagon and the profile of Maximum Moving Dimensions of 1929 as shown in diagram No.1A and others of B.G.Metric Schedule of Dimensions (1973) as detailed in Form.XI accompanying your application referred to above have however already been condoned under Board's letter No. 87/WDO/SR/2 dated 24-2-87.

(ARIMARDAN SINGH)
DIRECTOR CIVIL ENGINEERING(G),
RAILWAY BOARD.

No. 88/CEDO/SR/6. New Delhi, Dated 10-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No. RS.17-T(82)/Vol.VA dated 21.1.88 and RS.17-T(1)/82Vol.VI dated 26-2-88.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building, Maharashi Karve Road, Bombay -400 020.

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

(ARIMARDAN SINGH)
For Secretary Railway Board

(66)

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

No. 88/CEDO/SR/6. New Delhi, Dated 10-11-1988.

To

The General Manager,
Central Railway,
Bombay V.T. - 400 001.

Sub:- Sanction for running of B.G.Bogie liquified Petroleum Gas Tank Wagon type 'BTPGL' on various B.G.Sections over Central Railway.

With reference to your application No.W.681/Y-80/SR dated 11-12-87 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of BG Bogie liquified Petroleum Gas Tank Wagons/'BTPGL' fitted with two axle UIC type fabricated bogies having a maximum axle load of 20.32t to RDSO's Drawing No.WD-85029-S-02 (Alt.2) on the following BG sections of your Railway at a maximum permissible speed as shown against each section in empty as well as in loaded condition :-

/type

S.No.	B.G.Section	Maximum speed in Kmph.
1.	Bombay-Tughlakabad (BR-KYN-IGP-BSL-ET-PPL-BIN-JHS-AGC-MTJ-TKD)	65
2.	Kalyan-Wadi (KYN-PA-DD-KWV-SUR-WD)	65
3.	Itarsi - Balharshah (ET-AMF-MGP-WR-BPQ)	65
4.	Itarsi - Naini (ET-JPP-KTE-STA-AKP-NYN)	65
5.	Jhansi - Juhi (Kanpur)	65
6.	Jhansi - Manikpur	65
7.	Bhimsen - Khairar	65
8.	Ait - Kunch	30
9.	Bina - Katni	65
10.	Katni/New Katni Junction - Singrauli	65
11.	Bhusawal - Wardha (BSL-BD-WR)	65
12.	Chalisgaon - Dhule	45
13.	Manmad - Daund	65
14.	Karjat - Khopoli	40
15.	Diva - Vasai Road	65

P.T.O.

16.	Diva-Panvel-Apta-Pen-Roha Road	65
17.	Panvel - Uran	45
18.	Wadala Road - Mahim chord/Kurla/Nankhurd/ Trombay.	65
19.	Tadali - Chugus	25
20.	Majri - Rajur	25
21.	Amla - Parasia	55
22.	Raja-ki-Mandi - Agra City (Central Railway portion)	15
23.	Belanganj-Tunnel-Station area (Central Rly. portion)	15
24.	Agra City - Idgah/Jamuna Bridge (Central Rly. portion)	65

The sanction is subject to the following conditions:-

1. Observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time.

2. Observance of all conditions/stipulations made in Joint Safety Certificate No.648 BG dated 7-8-87 and all other certificates accompanying your application.

3. The Railway ensuring that no stock which is over due schedule maintenance prescribed by Railway Board in their letter No.83/M(N)/951/85 dated 2-6-86 is permitted to run over the system.

4. The railway issuing a set of Safety precautions for guidance of people dealing with these wagons.

The infringement to Clause 13(b) of Chapter IV-A involved in the above wagon and the profile of Maximum Moving Dimensions of 1929 as shown in diagram No.14 and other of the BG Metric Schedule of Dimensions (1973) as detailed in Form-XI accompanying your application referred to above have however already been condoned under Board's letter No.87/WDO/SR/2 dated 24-2-87.

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

(28)

No.88/CRIO/SR/6. New Delhi, Dated 10-11-88

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his letter No. RS.17-T(1)/82 Vol.V(C) dated 21-1-88 and No. RS.17-T(1)/82 Vol.VI dated 26-2-88.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.1538 dated 29/30-12-88.

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

(Arimardan Singh)
For Secretary Railway Board.

(69)

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

No.88/CEDO/SD/1. New Delhi, Dated 10-11-88.

To

The Chief Signal Tele.Com Engineer,
Railway Electrification,
Bhopal.

Sub:- Approval of infringement in connection with introduction of Multi-Aspect colour light signalling at Gulabganj on Bina-Bhopal section of Central Railway.

With reference to your letter No.CPM/B/ST/SIG/20 dated 21/4/88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringement of signal ladder at Gulabganj to item 13(ii)(c) of Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I below. Annexure-I is based on Form-XI accompanying your letter referred to above. It is however noted that blanking arrangement will be provided to this signal ladder.

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

No.88/CEDO/SD/1. New Delhi, Dated 10-11-88.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18.T(2)/84-Vol.II dated 09-5-88.

2) The Commissioner of Railway Safety, Central Circle, Bombay-400 020 with reference to his letter No.330 dated 2-5-88.

(Arimardan Singh)
For Secretary Railway Board.

Annexure-I

S.No.	Location	Name of structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing actual dimensions.	Amount of infringement
1	2	3	4	5	6	7
1.	Dn.Main starter at Gulabganj.	Signal ladder between Dn.Main and Dn.loop line.	Chapter-I item 13(ii)(c)	2360 mm	2310 2310	50 50

R.Narayanan/CEDO/4-11-88.

(70)

No.80/WDO/ED/10.

28-10-88.

To

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

Subject:- Introduction of a new item in the M.G.Metric Schedule of Dimensions (1963) in respect of the height of a High Level platform serving EMU trains.

The Southern Railway under their letter No. W.262/XXII/1/CH dated 27-2-87 (Copy enclosed) had sought condonation of infringement to item 5 of Chapter-II of M.G.Metric Schedule of Dimensions (1963) for provision of new passenger platforms at 9 stations at a height of 685 mm against the prescribed height of 405 mm as per M.G.Schedule in connection with the proposed doubling between Tambaram and Chengalpattu Junction on Madras - Villupuram route for running EMU & Non EMU trains. The Chief Commissioner of Railway Safety had recommended the sanction of infringement vide his letter No.RS.18-F(1)/84 dated 8-1-88 (Copy enclosed). Ministry of Railways had also accorded their sanction to the condonation of infringement vide letter No.87/WDO/ED/11 dated 16-2-88 (Copy enclosed).

The Chief Commissioner of Railway Safety vide concluding para 4 of his letter quoted above, had drawn attention of the Ministry of Railways for introduction of a new item in the M.G.Schedule showing 685 mm height in respect of M.G. High Level platform serving EMU, and both EMU and Non-EMU trains. The Ministry of Railways therefore desire to have your considered views on the proposal made by Chief Commissioner of Railway Safety and if necessary send a draft Correction Slip to the M.G.Schedule.

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

DA:-As above.

(71)

No. 85/WDO/ORI/14. 19-10-87.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of new Broad Gauge single line from Karmila Road Junction to Shaktinagar Station in Dhanbad Division 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 17-5-1985.

(Arimardan Singh)
for Secretary, Railway Board.

Railway Board D.O.No.P.W/E/147 and P.W/E/147/1.

No. 85/WDO/ORI/14. New Delhi, Dated 19-10-87.

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)
Joint Director Civil Engineering,
Railway Board.

(72)

No. 86/WDO/OHI/14. -10-88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of the new BG Up line between Krishnarajapuram and Whitefield on Bangalore City - Jolarpettai section of Southern Railway's Bangalore Division 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 3-9-1986.

(Arimardan Singh)
For Secretary Railway Board.

Railway Board D.O.No. PS/B/189 and PS/B/189/1.

No. 86/WDO/OHI/14. New Delhi, Dated -10-88

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)
Director Civil Engineering (G),
Railway Board.

(73)

A.K.Mehrotra,
Executive Director Civil Engg.(Bge)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

D.O.No. 88/CEDO/BR/1.

New Delhi, Dated 25th October, 1988.

My dear Sanjeeva Rao,

Sub:- Major and Minor Bridges on Indian Railways.
Ref:- Your office letter No.W.71/1/4/Vol.III dated 9-8-88.

The Chief Bridge Engineer, South Eastern Railway vide his D.O.No.BR/B-1/88-C.1-Pt.8 dated 29-9-88 (Copy enclosed) has advised the number of bridges physically taken over by them from South Central Railway during the year 1986-87 after actual accounted. Similarly your office have also advised the number of bridges transferred to South Eastern Railway during 1986-87 vide letter No.W.71/1/4/Vol.III dated 9-8-88 (Copy enclosed). A comparison of the two figures is reproduced below:

TOTAL NUMBER OF BRIDGES

	Major	Minor	Total
South Central Railway figures of transfer of bridges to South Eastern Railway during 86-87.	-6	-58	-64
South Eastern Railway figures of taking over of bridges from South Central Railway during 86-87.	+6	+ 59	+ 65

WATERWAY WITH BRIDGES

	100' and above.	60' and above but less than 100'	20' and above but less than 20'.	Less than 20'	Total
South Central Railway figures of transfer of waterway with bridges to South Eastern Railway.	-4	-2	-15	-43	-64
South Eastern Railway figures of taking of waterway with bridges from South Central Railway.	+4	+2	+15	+36	+57

(74)

From the above, it may be seen that the two sets of figures concerning handing over and taking over are at variance. These two sets of figures may be reconciled.

I would request you to send the correct position by 31-12-68 as the printing of the Board's Annual Report is held up for want of the information only from South Central Railway.

With best wishes,

Yours sincerely,

DA:-As above.

Shri.N.V.Sanjeeva Rao,
Chief Bridge Engineer,
South Central Railway,
Secunderabad.

No. 68/CEDO/BR/1. New Delhi, -10-68.

Copy forwarded to Chief Bridge Engineer, South Eastern Railway, Calcutta for information. He is also requested to reconcile the figures in connection with South Central Railway and confirm the final figures by 31-10-68 certain.

(A.K.Mehrotra)
Executive Director Civil Engineering (Bdg)
Railway Board.

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

No. 88/CEDO/SR/19. New Delhi, Dated 17-10-1988.

To

The General Manager (Engg.),
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

Subject:- Running of Self Propelled Ultrasonic Rail Testing (SPURT) Car on entire B.G.Section of South Eastern Railway.

With reference to your application No.G/RS/Elect./Pt.3 dated 9-9-1988 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of Self Propelled Ultrasonic Rail Testing (SPURT) Car URM-100-1 supplied by M/s.Matix-Paris (France) and M/s.Plasser, Austria, as per Schematic Diagram No.RDSO/B-6132, having a maximum axle load of 13 t on the entire B.G.Sections of your railway at a maximum speed of 55 Kmph when attached with a suitable train or moving on its own power, with testing carriage lifted and locked and 30 Kmph in testing mode with testing carriage lowered to the track 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 Joint Safety Certificate No.25/88, RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The sanction for the condonation of infringements to item 2(ii) and 18(i) of Chapter IV 'A' of BG Metric Schedule of Dimensions (1973) involved in the running of the above Self Propelled Ultrasonic Rail Testing (SPURT CAR) as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No. 87/WDO/SR/24 dated 22/23-12-87.

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

No. 88/CEDO/SR/19. New Delhi, Dated 17-10-88.

1. Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safet, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-E(4)/82 dated 29-9-88

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta -700 001 with reference to his letter No.399 dated 13-9-88.

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

(Arjmardan Singh)
For Secretary, Railway Board.

DA/Nil.

(76)

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

No. 88/CEDO/SD/11. New Delhi, Dated 17-10-1988.

To

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara - 300 004.

Sub:- Schedule of Dimensions - Broad Gauge - Ujjain Goods Yard.
Ref:- Your office letter No.NBRE/EL-D/64/0 dated 24-6-88.

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 implatation of OHE Structures in Ujjain Goods Yard at a minimum implantation of 2.21 m plus curve allowance in lieu of 2.36 m and curve allowance prescribed as per B.G.Metric Schedule of Dimensions (1973). A list showing the OHE Structures to be implanted at a setting distance of 2.21 m plus curve allowance may however be sent to this office for information alongwith a map showing these locations.

As already advised in this office letter No.82/WDO/SD/12 dated 18-6-82, a list of locations where OHE Structures are finally located with a setting distance of less than 2.36 m plus curve allowance 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).

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

(77)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 5-10-88. 19

No.85/WDO/CKI/17.

To

The General Manager,
South Central Railway,
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-Bholapur section - Increasing wind velocity from 50 Kmph to 68 Kmph for allowing trains on the above Bridges.

Ref:- Your application No.W.Con.347/M/18/Vol.III dated 28-7-88.

The Chief Commissioner of Railway Safety Lucknow while forwarding your above quoted application for increase in the limiting wind velocity from 50 Kmph to 68 Kmph has recommended that Railway Board may raise the present limit to 60 Kmph for passenger trains only (i.e., retaining the present limit of 50 Kmph for goods train operation), subject to observance of the first four conditions as mentioned by Commissioner of Railway Safety in para 11 of his letter No.501/CRS/SC dated 1.8.88 (Copy enclosed for ready reference).

The Ministry of Railways, therefore, desire that before your application is considered for sanction in increase of wind velocity, position of compliance of the first four conditions in para 11 of CRS's letter dated 1.8.88 may be reported to this office. The time frame within which the Vth and VIth conditions i.e., the provision of track circuits (with buzzer and counter) for wind signals relevant for trains departing from Almatti, and the wind tunnel studies at HAL, Bangalore/at some other place - are likely to be completed may also be advised separately for information of this office.

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

DA:-As above.

(78)

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

No. 88/CEDO/IPS/1 New Delhi, dt. 4-10-88.

The General Managers,
All Indian Railways.

Sub: Index Plan Section.

Please arrange to send a copy each of division wise Index Plan and Section of your railway system corrected upto 31-03-1988.

As the Index Plan and Section are very often required for reference and use by the Minister and Board Members, it is requested that division wise books should be neat, clean and easily readable. These books may be bounded in a card board cover and all systems of gouges existing in a particular division should be included in the specific book of the division. A map of the division may also be inserted at the beginning of each book alongwith a station Index in alphabatical order as per format of Jhansi Division of Central Railway enclosed herewith for your information and guidance.

The uptodate copies of the Index Plan and Section of each division on your railway may be sent to this office by 31-12-88, the latest.

The receipt of this letter may please be acknowledged.

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

DA/As above.

KUMAR/29-09-1988.

CENTRAL RAILWAY

JHANSI DIVISION

INDEX OF STATION NAMES

S.No.	Name of station	Sheet No.	S.No.	Name of stn.	Sheet No.
	'A'				
1.	AGASOD	3			
2.	AGRA CATT.	27			
3.	AGRA CITY	32			
4.	AIT	41			
5.	....				
6.	....				
	and so on				
	'B'				
7.	BAHINA	47			
8.	BAD	79			
9.	BADAUSA	52			
10.	....				
11.	....				
	and so on				
	'C'				
12.	CHATA	84			
13.	CHARKHARI ROAD	92			
14.	CHIRGAON	112			
15.	....				
16.	....				
	and so on				

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

No. 88/CEDO/SYD/1

New Delhi, dt. 31/8/88 ~~9-88~~.

The General Managers,
All Indian Railways.

Subject ; Station Yard Diagrams.

Please arrange to send a copy each of Division-wise Diagram book of Station Yards on your railway corrected upto 31-03-1988. These diagrams should be well bound in a card board cover in proper book form and should contain the station yard diagrams of the complete system as a whole in a particular Division. An Index of Stations in alphabetical order showing the relevant page number where the diagram can be located may also be inserted at the beginning of each book.

A specimen of the Station Yard Diagram is enclosed herewith for your information. It may be ensured that all the relevant information shown on the specimen copy is invariably indicated on the each station yard diagram and since these diagrams are very often required for reference and use by the Minister and Board Members, the presentation of these diagrams should be neat, clean and easily readable. These diagram books may be supplied to this office by 31-12-1988. positively.

The receipt of this letter may please be acknowledged

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

NOTE: (THE FOLLOWING INFORMATION IS ALSO TO BE FURNISHED ON THE PLAN)

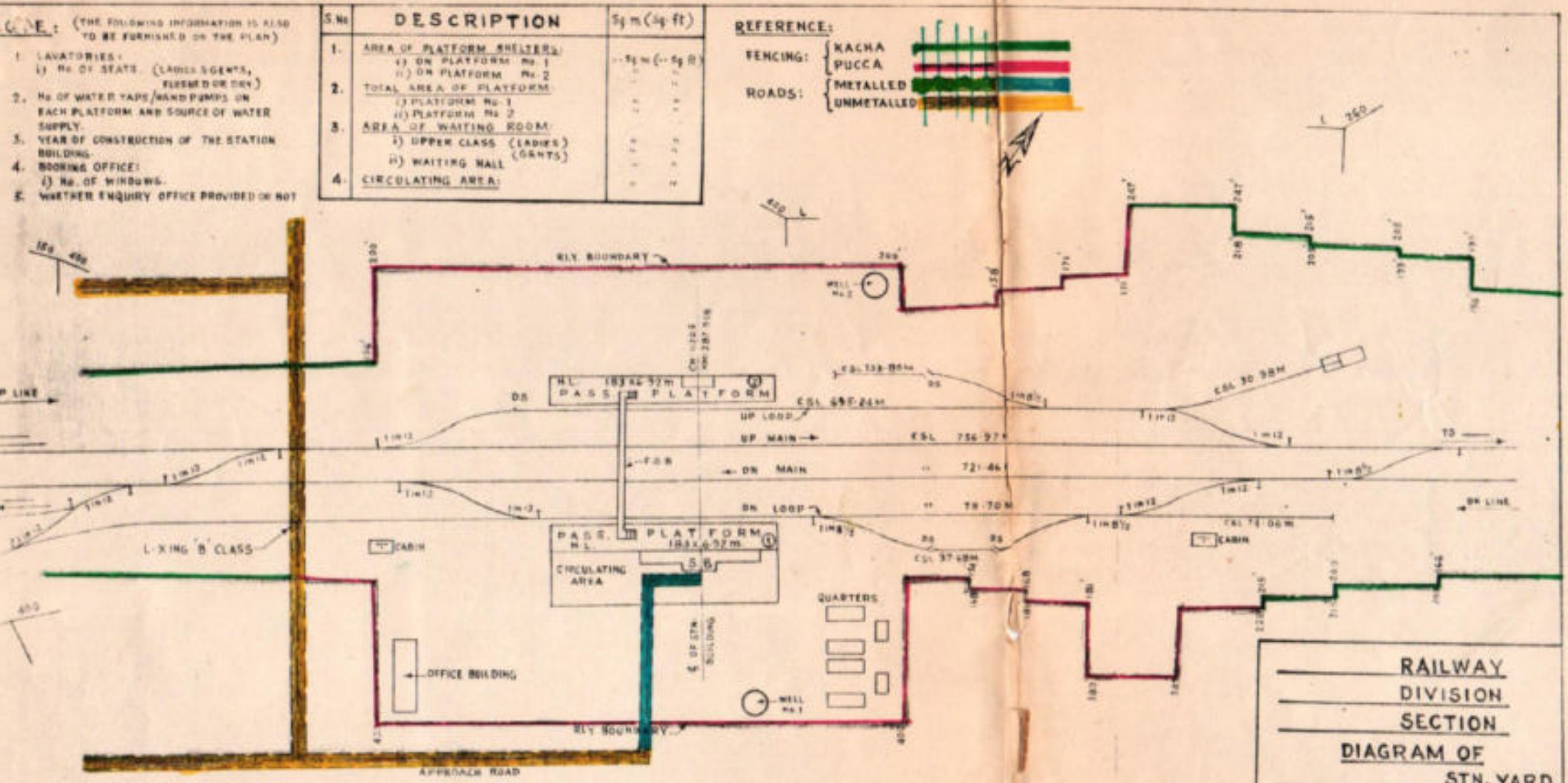
1. LAVATORIES:
   i) No. OF SEATS (LADIES/GENTS, FLUSHED OR DRY)
2. No. OF WATER TAPS/HAND PUMPS ON EACH PLATFORM AND SOURCE OF WATER SUPPLY.
3. YEAR OF CONSTRUCTION OF THE STATION BUILDING.
4. BOOKING OFFICE:
   i) No. OF WINDOWS.
5. WHETHER ENQUIRY OFFICE PROVIDED OR NOT

S.No.	DESCRIPTION	Sq m (Sq ft)
1.	AREA OF PLATFORM SHELTERS: i) ON PLATFORM No. 1 ii) ON PLATFORM No. 2	-- Sq m (-- Sq ft)
2.	TOTAL AREA OF PLATFORM: i) PLATFORM No. 1 ii) PLATFORM No. 2	
3.	AREA OF WAITING ROOM: i) UPPER CLASS (LADIES) ii) WAITING HALL (GENTS)	
4.	CIRCULATING AREA:	

REFERENCE:

FENCING: KACHA, PUCCA

ROADS: METALLED, UNMETALLED



RAILWAY DIVISION

SECTION DIAGRAM OF STN. YARD

R.L. 556.66
M.S.L. 169M.

NOT TO SCALE

89

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

82

No. 88/CEDO/SD/1. New Delhi, Dated 3/x/88 ~~-9-88.~~

3/10/1988

To

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub:- Introduction of 25 kV AC Traction on Rajabera - Bhandaridah and Chandrapura - Bhandaridah - Phusro section, horizontal clearance to be adopted for OHE structures from centre line of track - condonation thereof.

With reference to your letter No.CCRS/EL/94/14/Pt.V dated 8-6-88, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways in continuation of their letter of even number dated 5-9-88 further sanction the infringement to 9 OHE structures in Phusro yard to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in the above mentioned work as shown in Annexure-I accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 3/x/88 ~~-9-88.~~

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endorsement No.RS.18-T(4)/84 dated 20.7.88

2) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.208 dated 13.6.88.

(Arimardan Singh)
For Secretary Railway Board.

(83)

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

No. ERB-II/7819/CP

New Delhi, dt.29-9-1988.

MEMORANDUM

Consequent upon his selection to the post of Auditor in the office of the Director of Audit, Northern Railway, New Delhi through Staff Selection Commission Exam.1986, resignation from Railway Board Secretariat Clerical Service tendered by Shri Kumar Haridas, LDC, CEDO Br. Railway Board has been accepted with effect from 29-9-88 (AN). Accordingly, he has been relieved from this office on 29-9-88(AN). Resignation is a technical one.

(O.P. Khanna)
Under Secretary, Administration,
Railway Board.

Shri Kumar Haridas,
L.D.C./C.E.D.O. Br.,
Railway Board,
Rail Bhawan,
New Delhi.

Copy to :-

1. The Pay & Accounts Officer, Railway Board, Rail Bhawan, New Delhi.
2. EB(G), ~~EB~~(G), U3(A), Railway Board.
3. Cash-II, ERB(D), ERB-3, ERB-4, General, G(Pass), G(Accom.), C.E.D.O., Stationery, Library, Elec. G/Man, Air Con. G/man, IOW and CA/EB(G), Railway Board.
4. Dy. Director of Audit (Admn.), Northern Railway, Baroda House, New Delhi, for information, with reference to their Memo No. Admn./17-3/2/83/EW/18793 dated 20-9-1988.

CEDO
3.X.88

(84)

A.K.MEHROTRA
Executive Director Civil Engineering(B&S).

D.O.No. 88/CEDO/BR/1. New Delhi, Dated 23/9/88.

My dear Shri.Sagar,

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1988.

Ref:- Your D.O.No.W/29/1/2/3/M-I dated 21.9.88.

It is observed that the reduction in the number of Minor Bridges for the year ending 31st March,88, as compared to the corresponding figure of the year ending 31st March,87 is attributable to:-

i) mis-classification of major bridges as minor bridges

ii) At the time of bifurication of the Railway in early 1958 into N.E. and N.F., the propotionate reduction was not made from the total number of bridges, due to overnight.

iii) Bridges constructed on Rampur-Haldwani- New line (Not yet commissioned) were erroneously included in the list.

As regards item (i) above, the bridges involved are 17 numbers. I shall be grateful if you would kindly arrange to finish the number of bridges separetly against item (ii) and (iii) also for future reference and record in this office.

With best wishes,

Yours sincerely,

(A.K.Mehrotra)

Shri.C.R.Sagar,
Chief Bridge Engineer,
North Eastern Railway,
Gorakhpur

(85)

No. 88/CEDO/ORI/1.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

27-9-88

Sub:- Opening of Up Line (B.G.) between Murarpur and Sultanganj stations in Malda Division of Eastern 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 4.11.87

(Arimardan Singh)
For Secretary Railway Board.

Railway Board D.O.No. PS/E/148; and PS/E/148/1.

No.88/CEDO/ORI/1. New Delhi, Dated -9-88.

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)
Director Civil Engineering (G),
Railway Board.

(86)

Jone Pg 27/9

No.88/CEDO/ORI/4.

27 - 9 - 88.

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

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.

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 19.10.87.

(Arjmardan Singh)
For Secretary Railway Board

Railway Board D.B.No. PS/W/125; and PS/W/125/1.

No.88/CEDO/ORI/4. New Delhi, Dated 27-9-1988.

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.

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

(87)

No. 88 / CEDO / ORI / 3. 27-9-88

To

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehra Dun.

Sub:- Opening of Karnal-Shainikhurd Section in connection with Panipat-Ambala Cantt./ Doubling.

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 22.2.87.

26.9.88
(Arimardan Singh)
For Secretary Railway Board.

Railway Board D.O.No. PS/N/219; and PS/N/219/1.

No.88/CEDO/ORI/3. New Delhi, Dated 27-9-1988.

Copy forwarded for information and necessary action to Statistical Drawing Branch, Room No.413, Rail Bhawan, New Delh alongwith a copy of the Index Plan and Section.

26.9.88
(Arimardan Singh)
Director Civil Engineering (G),
Railway Board.

(88)

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

No. 88/CKDO/SR/19 New Delhi, dt. 23-9-88.

The General Manager (Works),
Southern Railway,
Madras.

Sub: Running of Self Propelled Ultrasonic Rail Testing Car-URT-100-1 (SPURT) over various B.G. sections.

With reference to your application No..W.439/4/Vol.XIII dated 22-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways is hereby communicated to the running of Self Propelled Ultrasonic Rail Testing (SPURT) Car UIT-100-1 supplied by M/s Matix Paris, (France) and M/s Plasser, Austria, as per Schematic diagram No. RDO/T-2132, having a maximum axle load of 13t on the following B.G. sections at a maximum speed as shown against each section. 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 made in the joint safety certificate, RISO's speed certificate and all other certificates accompanying your application referred to above.

Sr. No.	Sections.	With testing carriage lowered to the track.	When attached with a suitable train or when running on its own power with testing carriage lifted and locked.
1	2	3	4
1.	Madras Central - Jolarpettai	30 KMPH	55 KMPH
2.	Basin Bridge - Gudur	30 "	55 "
3.	Arakkonam (including Melpakkam Bye-Pass)-Renigunta	30 "	55 "
4.	Veysarpadi - Washermanpet	30 "	55 "
5.	Washermanpet - Rayapuram	30 "	55 "
6.	Rayapuram - Madras Beach	25 "	25 "
7.	Basin Bridge - Washermanpet	30 "	55 "
8.	Washermanpet - Korummupet	30 "	55 "
9.	Veysarpadi - Korukkupet	25 "	50 "
10.	Jolarpettai - Shoranur	30 "	55 "
11.	Shoranur - Mangalore	30 "	55 "
12.	Irugur - Coimbatore North	30 "	55 "

P.T.O.

(1)	(2)	(3)	(4)		
13.	Pondanur - Mettupalaiyam	30	KMPH	55	KMPH
14.	Palghat - Palghat Town	25	"	50	"
15.	Salem - Salem Market	25	"	50	"
16.	Salem - Metur Dam	25	"	50	"
17.	Erode - Tiruchchirappalli Fort	30	"	55	"
18.	Mangalore - Kankanadi	20	"	40	"
19.	Jolarpettai - Bangalore City	30	"	55	"
20.	Bangarapet - Marikuppam	20	"	40	"
21.	Baiyyappanahalli - Dharmavaram	25	"	50	"
22.	Shoranur (including Short Link) - Cochin Harbour Terminus	30	"	55	"
23.	Ernakulam - Trivandrum Central	25	"	50	"
24.	Trivandrum Central - Nagercoil	25	"	50	"
25.	Nagercoil - Kanniyakumari	25	"	50	"
26.	Nagercoil - Tirunelveli	25	"	50	"
27.	Tiruchchirappalli Fort - Tiruchchirappalli Jn.	30	"	55	"

The sanction for the condonation of infringement to item 2(ii) and 18(i) of Chapter-IV'A' of B.G. Metric Schedule of Dimensions(1975) involved in the running ofthe above self propelled ultrasonic rail testing (SPURT) Car as detailed in Form - XI accompanying your letter referred to above has already been conveyed under Board's letter No. 87/CEDO/SR/24 dt. 22/23-12-87.

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

No. 88/CEDO/SR/19 New Delhi, dt. 23-9-88.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(4)/82 dated 7-9-88.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No. 858 dated 26-8-88.

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

(Arimardan Singh)
for Secretary, Railway Board.

(90)

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

No. 88/CFDO/SR/25 New Delhi, dt. 23-9-88.

The General Manager (Engg.),
Northern Railway,
Baroda House,
New Delhi.

Sub: Running of 10T B.G. Diesel Crance (30' long jib) on Northern Railway.

With reference to your application No. 519.W/369 dated 28-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 10-T B.G. diesel crane (30' long jib) manufactured by Jamalpur Work Shops of Western Railway to RDSO's drg. No. 2WD 10CR Alt.1 having a maximum axle load of 18.0t including tolerances, when being loaded as a trailing load with jib resting on match truck and 25.5t maximum wheel load when working on its own power and hoisting load with jib in different positions on the following B.G. sections of your railway at a maximum speed shown against each section :-

S.No.	Sections	When travelling on its own power.	When travelling in goods train formation
1.	New Delhi - Sahibabad	5 KMPH	60 KMPH
2.	New Delhi - Tughlakabad	5 "	60 "
3.	Delhi - Ghaziabad	5 "	60 "
4.	Ghaziabad - Mughalsarai	5 "	60 "
5.	Lucknow - Saharenpur	5 "	50 "
6.	Saharanpur - Ghaziabad	5 "	60 "
7.	Moradabad - Ghaziabad	5 "	50 "
8.	Delhi Kishanganj - Firozpur	5 "	50 "
9.	Delhi - Delhi Kishanganj	5 "	35 "
10.	Mughalsarai - Lucknow (via PBH)	5 "	55 "
11.	Mughalsarai - Lucknow (via FD)	5 "	55 "
12.	Delhi - Delhi Subzimandi	5 "	35 "
13.	Delhi Subzimandi - Ambala Cantt.	5 "	60 "
14.	Ambala Cantt. - Jullundur City	5 "	55 "
15.	Jullundur City - Pathankot	5 "	45 "
16.	Pathankot - Bhareli	5 "	45 "
17.	Bhareli - Jammu Tawi	5 "	45 "
18.	Delhi - New Delhi	5 "	40 "
19.	New Delhi - Delhi Kishanganj	5 "	35 "
20.	Jullundur - Amritsar	5 "	50 "
21.	Amritsar - Bhareli	5 "	45 "
22.	New Delhi - Delhi Subzimandi	5 "	35 "
23.	Saharanpur - Ambala.	5 "	60 "

P.T.O.

(91)

e observance of

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. The sanction is further subject/all other restrictions/ stipulations made in your joint safety certificate No. SG/BG/17/88, RDSO speed certificate and all other certificate accompanying your application referred to above.

It is however noted from your above application that there is not infringement involved in the running of 10 T B.G. Diesel Crane.

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

No. 88/CEDO/BR/25 New Delhi, dt. 23-9-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS.17-T(5)/82 dated 1-8-88.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 40/1339/Diesel Crane/Pt.1 dated 18-7-88.

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

(Arimardan Singh)
for Secretary, Railway Board.

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड Railway Board)

(92)

No. 88/CEDO/BS/1. New Delhi, Dated 22-9-1988.

To

The Chief Engineer (Con-III)
Northeast Frontier Railway,
Office of the General Manager(Con),
Maligaon,
Guwahati-11.

Sub:- Relaxation of vertical clearance for proposed Bridge No.EM/9 on the proposed double line Malda - Eklakhi section.

Ref:- Your office letter No. W/29/Con/MLDT dated 20-7-88.

With reference to your application sent through Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the reduced vertical clearance of 650 mm as against the required vertical clearance of 1500 mm as per clause 4.8.1 of Sub Structure Code involved in the construction of proposed Bridge No.EM/9 (6 x 12.2 mm RBG girder) on new double line between Malda-Eklakhi section and just opposite to existing Bridge No.42 (5 x 12.2 mm Semi through non-standard plate girder) on Kumedpur end of Old Malda Station Yard. The sanction is also based on Form-XI accompanying your application referred to above.

The measures 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)
Excutive Director Civil Engineering(B&S),
Railway Board.

DA/Nil.

No.88/CEDO/BS/1. New Delhi, Dated 22-9-88

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No.RS.18-T(3)/84 dated 1.8.1988.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 012 with reference to his letter No. 762/708/IV/18 dated 22.7.1988.

(A.K.Mehrotra)
For Secretary Railway Board.

DA/Nil.

(93)

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

No. 88/CKDO/SB/10 New Delhi, dt.20-9-88.

The Chief Administrative Officer/Constn.,
Central Railway,
New Administrative Office Building,
Dadabhai Naoroji Road,
Bombay - 400 001.

Sub: Gwalior-Road Over Bridge in replacement of level crossing No. 420 and 421 - Condonation of infringement to Schedule of Dimensions.

With reference to your letter No. EW 641 BR.194/III dated 2-8-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to infringement of Item 3 (ii) and 3(iii) of Chapter - V'A' of BG Metric Schedule of Dimensions (1973) as a temporary measure for contact wire at the level crossings under the proposed ROB and as a permanent measure in open 6 metres away from the ROB. These infringements are involved in the construction of ROB at Km. 1223/5-6 in replacement of level-Xing Nos. 420(B) and 421(B) on the electrified section of Jhansi - Agra Grand Trunk Route as indicated in Annexure-I on the reverse. Annexure-I is based on Form XI and C. Railway, H.Q.(E) Plan Pucca No. G.M.(E)BB/88876/E accompanying your letter referred to above.

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

No. 88/CKDO/SD/10 New Delhi, dt.20-9-88.

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 dt. 22-8-88.

2. The Commissioner of Railway Safety, Central Circle, Bombay, 400 020, with reference to his letter No. 519 dated 16-8-88.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sl. No.	Localities Distt. Kms. or section	Name of structures which infringe.	Prescribed Max. & min. dimensions. Chapter & Item.	Maximum & Minimum.	Existing actual dimensions.	Amount of infringement.
1.	L.Xing No. 420 (B) between Gwalior-Sithouli stations on Jhansi-Agra 25 kV electrified section on the Grand Trunk route of Central Railway. 1223/5-6	Overhead electrical contact wire (25 kV)	Chap.V-A item 3 (ii)	5.5 m Up and Down.	5.04 m	46 Cms.
			Chap.V-A item 3 (iii)	5.5 m Up and Down.	5.04 m	46 Cms.

AK Mehrotra,
Executive Director Civil Engineering (B&B)

Government of India,
Ministry of Railways
(Railway Board)

95

D.O. No. 88/CEDO/BR/1

New Delhi.
dated 12-9-88.

My dear Suryanarayana,

Sub: Major and Minor Bridges on Indian Railways.

Ref: Your office letter No. BD/B-I/AR-GL/Pt. 8 dated 21-6-88.

South Central Railway, Secunderabad vide their office letter No. W.71/1/4/Vol. III dated 9-8-88 (copy enclosed) have stated that the following number of bridges have been handed over to South Eastern Railway on account of transfer of BLW-VKBP section from South Central Railway to South Eastern Railway resulting in a change of the position of bridges as on 31-3-87 furnished by them during the last year.

Total No. of Bridges.

As on	Major Bridges	Minor Bridges	Total
31-3-87	6	58	64

Waterways.

As on	100 ft & above.	60 ft. & above.	30 ft. & above.	Less than 30 ft.	Total
31-3-87	4	2	15	43	64

It appears that the above figures have not been taken into consideration by your railway while furnishing the comparative statement of bridges as on 31-3-87 and 31-3-88 under your above quoted letter. I shall therefore request you to please look into the matter and send the revised figures for 31-3-87 and 31-3-88 taking into consideration the bridges handed over by South Central Railway and explaining the reason for change in the foot note. As the information is required to be printed in Board's Annual Report, an early reply will be very helpful. A copy of the reply may also be sent to General Manager, South Central Railway Secunderabad, quoting his reference.

With best wishes,

Yours sincerely,

(A.K. Mehrotra) 47

Shri Suryanarayana,
Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta - 700 043.

No. 88/CEDO/BR/1

New Delhi, dt. 12-9-88.

Copy to General Manager, South Central Railway Secunderabad, with reference to his letter No. W.71/1/4/Vol. III dated 9-8-88.

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

(96)

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

No. 88/CRDO/SR/14 New Delhi, dt. 13-9-88.

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

Sub: Movement of 140t BG Diesel Hydraulic Crane manufactured by M/s Jessop and Co. Ltd. Dum Dum Calcutta to Kazipet Rly. Tkxxxxre to Luvvada via Kharagpur - Khurda Road-Vizianagram - Gopalapatnam.

With reference to your Application No. G/CRANE/Pt-IV dated 30-6-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringement to 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 crane manufactured by M/s Jessop and Co. Ltd. Calcutta as per RDSO's Dk. No. CR. 749 as shown in Form-XI accompanying your application referred to above.

The sanction for the single movement of the above crane ex. M/s Jessops Works at Dum Dum, Calcutta to Kazipet will however be issued by your railway in terms of para 2.6.1 of policy circular No. 6 issued under Board's letter No. 83/WT0/SP/9/0 dated 8-7-80.

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

No. 88/CRDO/SR/14 New Delhi, dt. 13-9-88.

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 20-7-88.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No. 267 dated 4-1-88.
3. The Director Standard (Motive Power), R.D.S.O., Lucknow.

(Arimardan Singh)
for Secretary, Railway Board.

(97)

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

No.88/CEDO/GR/14 New Delhi, dt. 13-9-88.

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

Sub: Running of 140t Hydraulic Brake Down Crane with jib resting on Match Truck converted from 'BEL' wagon in goods train formation on entire BG Section of South Eastern Railway.

With reference to your application No. G/CRANE/Pt. IV dated 6-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 140t BG Diesel Hydraulic Brake Down Crane (20t axle load) manufactured by Gottwald, CMEE, West Germany as per RDSO's sketch No. CH-751 Alt.1 with jib resting on a match truck (19.5 axle load) converted from 'BEL' wagon and a 4 wheeler open wagon to carry the counter weight, at a maximum speed of 40 kmph in goods train formation as a trailing load on the entire BG section of your railway. The sanction is subject to the observance of all permenent and temporary speed restrictions in force and/or that those 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. 8/88, RDSO's speed certificate No. EL/GR/SPN/140t/BD/IH dated 7/10-12-87 and all other certificates accompanying your letter referred to above.

It is however, noted from Form-XI accompanying your application referred to above that there is no infringement involved in the BG Diesel Hydraulic Brake Down Crane. It is also noted that sanction for running of 140t BG Diesel Hydraulic Brake Down Crane to RDSO's sketch No. 1 WDH 140CR Alt. 5 on certain sections of South Eastern Railway issued from Board's office under their letter No. 86/WDO/SR/17 dated 5-1-87 is already available with you but since Jamalpur Work Shop have not been able to obtain the required material for manufacture of the Match Truck to the original design of the crane, it is proposed to convert the 'BEL' wagon and use it as match truck for the cranes.

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

(98)

New Delhi, dt. 13 -9-88.

No. 88/CEDO/SR/14

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(5)/82 dated 28-06-1988.

2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 230/257/55 dated 14-6-88.

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

(Amardeep Singh)
for Secretary, Railway Board.

(99)

A.K. Mehrotra,
Executive Director Civil Engineering (B&R).

XXXXXXXXXXXXXXXXXXXX

XXXXXXXXX
XXXXXXXXXXXXX

New Delhi,
dated 12-9-88.

D.O. No. 88/CEDO/BR/1

My dear Sagar,

Sub: Major and Minor Bridges on Indian Railways as on 31-3-88.

Ref: Your Office letter No. W/29/1/2/3/W-I dated 20/22-7-87 and 31-8-88.

I am reproducting below the two sets of different figures for 31-3-87 as furnished by your railway vide your above quoted office letters.

Total No. of Bridges.

Position as on	Letter No.	Major Bridges	Minor Bridges	Total
31-3-87	W/29/1/2/3/W-I dated 20/22-7-87.	642	5159	5801
31-3-87	W/29/1/2/3/W-I dated 31-8-88	658	4763	5421
Variation between the two sets of figures for 31-3-87		16	-396	-380
31-3-88	W/29/1/2/3/W-I dated 31-8-88.	659	4765	5424

No. of Bridges with Waterways.

Position as on	Letter No.	100 ft. & above	60 ft & above to less than 100 ft.	20 ft. & above to less than 60 ft.	Less than 20 ft.	Total
31-3-87	W/29/1/2/3/W-I dated 20/22-7-87.	21	53	733	4934	5741
31-3-87	W/29/1/2/3/W-I dated 31-8-88	403	182	487	4290	5362
Variation between the two set of figures for 31-3-87.		382	129	-246	-644	-379
31-3-88	W/29/1/2/3/W-I dated 31-8-88.	404	181	489	4290	5365

(100)

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

No. 88/CEDO/ORI/9. New Delhi, Dated 9-9-1988.

To

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001.

Sir,

Sub:-Commissioning of 25 kV 50 Cycles single phase AC Electric Traction for public carriage of passengers on (i) Kazipet (excl.) to Hasanparti Road (incl.) (B.G.double line), and (ii) Kazipet Bye pass line -(BG) double line of Secunderabad (BG) Division of South Central Railway.

With reference to your Endorsement No.RS.SC(2)/84 dated 25-5-88, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Bangalore in authorising the commissioning of the above mentioned section for the public carriage of passengers as per his letter No.10/SC/3 dated 9/11.5.1988.

yours faithfully,

(Arimardan Singh)
For Secretary Railway Board.

DA:-Nil.

No. 88/CEDO/ORI/9. New Delhi, Dated 9-9-1988.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.10/SC/3 dated 11.5.88.

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 may please be taken and CRS informed accordingly under advice to the Railway Ministry in an interleaved copy. It is 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.

DA:-Nil.

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

No. 88/CEDO/SD/1 New Delhi, dt. 5-9-88.

The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub: Introduction of 25 KV AC Traction on Rajabera-Bhandaridah, Chandrapura - Bhandaridah - Phusro section - Horizontal clearance to be adopted in 8 structures from centre line of track - Condonation thereof.

With reference to your letter No. CCRE/EL/94/14/Pt. V dated 16-2-88, sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringements to 8 OHE structures at Bhandaridah and Phusro station yards on Chandrapura - Phusro 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-I accompanying your letter referred to above.

It is however noted from the concluding para of your application that 3660 mm (12'-0") wide stock is not expected to be run in the near future.

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

No. 88/CEDO/SD/1 New Delhi, dt. 5-9-88.

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(4)/84 dated 26-2-88.
2. The Commissioner of Railway Safety, Eastern Circle, Calcutta - 700 001, with reference to his letter No. 1003 dated 18-2-88.

(Arimardan Singh)
for Secretary, Railway Board.

(102)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

सं0 88/सी ई डी ओ/स्ट डी/1 नयी दिल्ली, दिनांक •1988

मुख्य परियोजना प्रबन्धक,
रेल विद्युतीकरण,
रांची ।

विषय:- राजाबेड़ा-भंडारीदेह, चन्द्रपुर-भंडारीदेह-पुसरो खण्ड पर 25 के0 वी0 ए0 सी0 कर्षण की शुरुआत-रेलपथ की मध्य रेखा से आठ संरचनाओं में अनुपस्थ क्लियरेंस अपनाना ।

मुख्य आयुक्त, रेल संरक्षा लखनऊ के माध्यम से भेजे गये आपके 16•2•88 के पत्र सं0 सी सी आर ई/ई स्ट /94/14/पार्ट-4 के संदर्भ में रेल मंत्रालय ने आपके उपर्युक्त पत्र के साथ लगे अनुबन्ध -1 में अपर उल्लिखित कार्य के लिए, बी जी• मीट्रिक शेड्यूल आफ डाइमेन्शान्स (1973) के अध्याय-1 की मद सं0 13(1) सी में चन्द्रपुर -पुसरो खण्ड के भंडारीदेह और पुसरो स्टेशन यार्डों पर 8 ओ एच ई संरचनाओं में फेरबदल करने की स्वीकृति दी है ।

बहरहाल, आपके आवेदन के अंतिम पैरा से यह पता चलता है कि निकट भविष्य में 3660 एम• एम (12'-0") चौड़ाई वाले स्टाक को चलाये जाने की संभावना नहीं है ।

(अरिमर्दन सिंह)
निदेशक, सिविल, इंजीनियरी (सा•)
रेलवे बोर्ड ।

सं0 88/सी ई डी ओ/स्ट डी/1 नयी दिल्ली, दिनांक •1988

प्रतिलिपि प्रेषित :-

1• मुख्य आयुक्त, रेल संरक्षा, पूर्वोत्तर रेलवे आफिस कम्पाउन्ड, अशोक मार्ग, लखनऊ को उनके 26•2•88 के पृष्ठांकन सं0 आर•एस• 18-टी(4)84 के संदर्भ में ।

2• आयुक्त, रेल संरक्षा, ईस्टर्न सर्कल, कलकत्ता-700001 को उनके 18•2•88 के पत्र सं0 1303 के संदर्भ में ।

(अरिमर्दन सिंह)
कृते सचिव, रेलवे बोर्ड ।

(103)

No. 88/CEDO/SR/8.

5-9-88.

To

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Despatch of WA06 A as dead locomotives ex:

i) Calcutta Docks - Dum Dum Jn.
ii) Dum Dum Jn. - Saktigarh (via.HBC)
iii) Saktigarh - Bardhaman (via.HBC/ML)
iv) Bardhaman - Mughalsarai (via.ML/GC)

Ref:- Your application No.W.591/8/1/Vol.II/701 dated 25.2.88

Please arrange to supply a duly attested photo copy of your above quoted application alongwith a copy of Chief Commissioner of Railway Safety's letter No.RS.17-2(3)/82 dated 14th March,88 and Commissioner of Railway Safety's letter No.1018 dated 1.3.88. These papers are required for taking necessary action in this office as the original file containing these papers is not traceable and appears to have been lost in transaction. While furnishing the photo copies as requested the latest position regarding movement of WA06A locomotives may please be advised and it may be confirmed that no sanction from Board's office in connection with the above movement has so far been received at your end.

(Arimardan Singh)
Director Civil Engineering (0),
Railway Board.

(104)

You are aware that these figures are printed every year in Board's Annual Administrative Report and it is therefore not possible to make any change in the figures which have been already printed. A revised statement may be sent keeping the figures for 31.3.87 unchanged as communicated earlier under your letter No.W/29/1/2/3/W-I dated 20/22.7.87 and the revision may be made in the figures as on 31.3.88 suitably explaining the reason in the foot note necessitating the change in the figures. The reply may be sent on priority as the printing of figures is held up only for want of revised statement from your railway.

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

Shri.C.R.Sagar,
Chief Bridge Engineer,
North Eastern Railway,
Gorakhpur.

(105)

'G' Branch may please arrange to supply a copy of the latest available print of IS : 786 conversion factor and conversion table in English version from Indian Standards Institution, Bahadur Shah Zafar Marg, New Delhi for use in Civil Engineering Directorate. The approximate price of the book is Rs 300/-.

9.9.88
ADC(i)

D.C.E.(G) 12.9.88

Dy. Sec.(Genl.)

19/9/88

'G' Branch.

CEDO
JD/C&C/106

DRAWING WORK.

1. Preparation of Index Plan & Section and plans for the Parliament questions.

2. Preparation of plans for NR, NWR, EIR & G.I.P.R.

3. Preparation of plans for area affected by the cyclones & floods.

4. Preparation of plans for breaches of track.

5. Preparation of plans for sites of bridges affected by floods.

6. Preparation of site plans for accidents.

7. Preparation of sketches for the track and track Assemblies.

8. Preparation of drawings in connection with the works programme for rails/sleepers renewals etc.

9. Preparation of the drawings of the buildings i.e. Quarters, station building etc.

10. Preparation of layouts, plans, area calculations etc.

11. Additions and alterations to the design received from RDSO.

12. Uptodating and maintenance of various maps of Zonal Railways and renewals work on all Indian Railways.

13. Preparation of the diagrams of the infringements of the following:-
    (i) Carriages
    (ii) Wagons
    (iii) Locomotives
    (iv) Fixed structures infringements & in Yards.

14. Miscellaneous drawing work received from the following branches:- W.I, W.II, W.VI, Safety, Traffic Directorate, Health, Secretary Branches, G&M Units, G.Branch, Board Members, NR, NWR & EIR, T.N.Cell and other Civil Engg. Branches.

15. Drawing work pertaining to the filework dealt in W.C.E.

16. Preparation of drawings in connection with the printing of schedule of Dimensions B.G., M.G., N.G.(2'-6" & 2'-0")

17. Preparation of drawing in connection with the printing of Rules for the opening of Railways.

* * * * *

WDO-I
CASE WORK

(107)

(1) Examination of applications received in connection with sanction to the infringements on Indian Railway Schedule of Dimensions (B.G., M.G., N.G.) in respect of fixed structures on Zonal Railways.

(2) Examination of applications received in connection with sanction to the infringements to the Schedule of Dimensions involved in the Yards.

(3) Policy Matters pertaining to the movement of O.D.C.'s on Indian Railways.

(4) Printing of Schedule of Dimensions, BG, MG & NG(2'-6" & 2'-0").

(5) Ammendments & issuing of Addendum & Corrigendum slip to the above schedules, their printing & Distribution.

(6) Files pertaining to the Safety Directorate in connection with the ACRS's recommendation on Railway Accidents.

(7) Purchase of survey Sheets, guide maps, General Books, Provincial Maps etc.

(8) Examination of application received in connection with the sanction to the running of new types of carriages on all Indian Railways.

(9) ACRS's Annual Inspection reports of all Indian Railways.

(10) Examination of application received in connection with the sanction to the running of new & old types of wagons on all Indian Railways.

(11) Examination of application received in connection with the sanction to the new designs of special wagons designed by RDSO.

(12) Examination of application received in connection with the sanction to the running of new & old type of locomotives on Indian Railways.

(13) Examination of application received in connection with the sanction to the oscillation trials of locos, carriage & wagons conducted by the RDSO in connection with the feasibility of their running on Indian Railways.

(14) Examination of application received in connection with the sanction to the infringements involved in connection with the running of Locos carriages & wagons.

(15) Examination of application received in connection with the sanction to the introduction of Electrification on Indian Railways.

(16) Examination of application received in connection with the sanction to the infringements involved in connection with introduction of electrifications.

(17) File work pertaining to the Mech. & Electrical directorates in connection with Introduction of new type of Locomotives.

(18) Scrutiny of the ACRS's reports in connection with the opening of New lines and its sanction.

(1) Doublings.
(2) Conversions.
(3) Restorations.
(4) Diversions (Temporary & Permanent).

(19) Policy matters pertaining to running of the above & adoption of the new designs on Indian Railways.

(20) Printing of the Rules for opening of a Railway or section of a Railway for public carriage of passengers.

(21) Ammendments & issuing of the correction slips & their printings.

(22) Distribution of the above rule book on Indian Railways.

(23) Misc. case work for calling information from the Railways for the following:

(1) Bridge lists.
(2) Index plan & Section.
(3) Station Yard Diagrams.
(4) Axle Load Diagrams.
(5) Typical Land Plans.

(24) Submission of Draft para for the new lines, doublings, conversions, Restoration for the administrative report of All Indian Railways, printed by Stat Directorate.

(25) Submission of Draft para for Major & Minor Bridges on All Indian Railways for administrative report printed by Stat. Directorate.

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(109)

Sub:- Photo copier machines

Ref:- Corrigendum to Office Order No.39 of 1988 dated 31/8/8

From a comparison of the number of Directorates allotted to the five individual groups of machines, the maximum number of Directorates i.e., seven Directorates including Tele Comm (Dev.) Directorate have been allotted to Group No.3 - Machine working in the Civil Engineering Directorate whereas only 3/4 Directorates have been allotted to the other group of machines.

As it is not possible to cope up with the work of 7 Directorates since on an average 1200 copies per day are being taken out, it is requested that EDME and ED(S&T)/Telecom(Dev.) Directorates may be shifted to Record Branch or some other group to facilitate working of Group No.3.

Director Civil Engineering(G)

Adviser/CE

Jt.Secretary.

ROUTES IDENTIFIED FOR RUNNING OF 3500mm WIDE "BOBR WAGON"

S.No.	THERMAL POWER STATION	LINKED COAL FIELDS	ROUTE	RAILWAY COVERED	RAILWAY WISE SECTION	R
1.	OBRA	i) BINA (SINGRAULI)	OBRA - KAIRALA ROAD - BINA (Krishna Shilla)	ER	—	
		ii) GORBI (SINGRAULI)	OBRA - KAIRALA ROAD - SINGRAULI - GORBI.	ER	—	
2.	UNCHAHAR	i) JHARIA MIDULINGS	a) UNCHAHAR - PHAPHAMAU - VARANASI - MUGHAL SARAI - GAYA - GOMOH - MAHUDA.	NR, ER, SE	NR :- UNCHAHAR, PHAPHAMAU - VARANSI - MUGHALSARAI ER :- MUGHALSARAI - GAYA - GOMOH SE :- GOMOH - MAHUDA.	
			b) UNCHAHAR - PHAPHAMAU - ALLAHABAD - MUGHALSARAI.	NR.	—	
		ii) NORTH KARANPURA	i) UNCHAHAR - PHAPHAMAU - VARANASI - MUGHALSARAI - SONNAGAR - GARWA ROAD - PATRATU	NR, ER.	NR :- UNCHAHAR - PHAPHAMAU - VARANASI - MUGHALSARAI ER :- MUGHALSARAI - SONNAGAR - GARWA ROAD - PATRATU	
			ii) UNCHAHAR - PHAPHAMAU - ALLAHABAD - MUGHALSARAI - SONNAGAR - GARWA ROAD - PATRATU	NR, ER.	NR :- UNCHAHAR - PHAPHAMAU - ALLAHABAD - MUGHALSARAI. ER :- MUGHALSARAI - SONNAGAR - GARWA ROAD - PATRATU.	
3.	DADRI	NORTH KARANPURA	PATRATU - SONNAGAR - GARWA ROAD - MUGHALSARAI - ALLAHABAD - KANPUR - DADRI	NR, ER.	ER : PATRATU - SONNAGAR - GARWA ROAD - MUGHALSARAI. NR :- MUGHALSARAI - ALLAHABAD - KANPUR - DADRI	
4.	JAGADHRI	NORTH KARANPURA	1). VARANASI - LUCKNOW - JAGADHRI	NR.	—	
			2). MUGHAL SARAI - ALLAHABAD - GHAZIABAD - SAHARANPUR - JAGADHRI.	NR.	—	
5	VIJAYAWADA	i) MANUGURU (SINGARENI)	VIJAYAWADA - DORNAKAL - MANUGURU	SC	—	
		ii) BELLAMPALLI (SINGARENI)	VIJAYAWADA - DORNAKAL - KAZIPET - BELLAMPALLI	SC.	—	

SOUTH CENTRAL RAILWAY

TOTAL NUMBER OF BRIDGES

STATEMENT 'A'

Position as on	No.of Major Bridges.	No.of Minor Bridges	RUB & ROB.	Total	Remarks.
31.3.1986	1151	12586	188	13925	
31.3.1987	1151	12601	190	13942	
Increase/Decrease over previous year figures.	NIL	15	2	17	

Due to Construction of New Bridges.

STATEMENT 'B'

TOTAL NUMBER OF BRIDGES WITH WATERWAYS.

Position as on.	100 Ft. and above.	60ft and above to less than 100 ft.	20ft and above to less than 60 ft.	Less than 20 ft.	Total	Remarks.
31.3.86	603	583	1654	10722	13562	The above figures does not includes RUB/ROB and pipe line crossing.
31.3.87	603	584	1653	10731	13571	
Increase/Decrease over previous year figures.	Nil	1	(-) 1	9	9	
Reasons for increase/						

(112)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No. 88 / CEDO / BS / 1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 30-8-88. 19

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 C Bridge No.799/1 in the context of Polapathar-Dhodromohor-Barbatpur doubling - Condonation of Free Board.

Ref:- Your office letter No.EW.223/W26/BR dated 25.2.88 and EW.223/W26/BR/II dated 18.8.88.

With reference to your above quoted letter sent through Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways sanction the reduced free board of 175 mm. as against the minimum required free board of one metre as per Sub Structure Code on Bridge No.799/1 located at Polapathar-Dhodromohor-Barbatpur doubling in Itarsi-Amla section of Nagpur Division of Central Railway as stated in your letter referred to above.

It is however noted that less vertical clearance of 310 mm. has been condoned by Chief Engineer (Construction) in terms of para 4.8.3 of Sub Structure Code (1985) vide letter No.EW.223/W26/BR-II dated 15.2.88 as a special case as stated at para 3 in your letter mentioned above.

The measures 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.

No. 88 / CEDO / BS / 1. New Delhi, Dated 30-8-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, NE Railway Office Compound, Ashok Marg, Lucknow with reference to his letter No.RS.18-T(2)/84 Vol.II dated 10th March, 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 No.140 dated 29th Frbruary, 1988.

(A.K.MEHROTRA) 29/8/88
For Secretary Railway Board.

R.N/29.8.88

STATEMENT SHOWING THE MAXIMUM AXLE LOAD IN TONNES ON VARIOUS TYPE OF M.G. LOCOS.

M.G. STEAM LOCOS

Type	Max. axle load in tonnes.
MAWD	10.67
YB	10.16
YG	10.67
YL	8.61
YP	10.71

M.G. DIESEL LOCOS

YDM1R	12.0
YDM2	12.0
YDM3	11.0
YDM4	12.0

M.G. ELECTRIC LOCOS

YAM1	13.0

(114)

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

No. 88/CEDO/SR/13 New Delhi, dt. 30-8-88.

The General Manager,
Southern Railway,
Madras.

Sub: Running of B.G. 8-wheeler over head equipment inspection car on MAS - JTJ - SBC sections.

With reference to your application No. W.439/4/23(i) dated 4-7-88 sent through the Chief Commissioner of Railway Safety, Lucknow, Ministry of Railways sanction the running of BG Overhead Equipment(OHE) inspection cars as per BEML, Bangalore's General arrangement Drawing No. 901-00006 (Infringements shown in OHE Gr. No. 013) having a maximum axle load of 14.32t on Madras Central - Jolarpatti - Bangalore City section at a maximum permissible speed of 65 kmph 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. 477 dated 26-4-88 and in all other certificates accompanying your application referred to above. The Ministry of Railways also confirm the action of CRS/Southern Circle, Bangalore in according his provisional sanction for the running of the above OHE inspection cars in view of the urgency expressed by the railway.

/BG

The sanction for condonation of infringements OHE inspection cars to the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and others as detailed in Form-VI has however, already been conveyed underthis office letter No. 88/CEDO/SR/13 dated 23-3-88 and 15-4-88.

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

No. 88/CEDO/SR/13 New Delhi, dt. 30-8-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endorsement No. RS.17-T(4)/82 Vol. VI dt. 20-7-88.
2. The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore, with reference to his letter No. 563 dt.6-7-88.
3. The Director Standards ((M.P.) ', 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/SR/2 New Delhi, dt. 27-8-88.

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

Sub: Development of 8-axle BG bogie well wagon for M/s BHEL Hardwar-Condonation of infringements.

With reference to your application No. CT/CS/SBFW/BHEL dated 14-7-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways in supersession of their earlier letter of even number dated 4-2-88 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-G-02(Alt.4) as detailed in Annexure-I accompanying your application dated 10/14-9-87 RDSO will, however, take into consideration their letter No. CT/CS/SBFW/BHEL dated 7/8-12-87 (in reply to CCRS/Lucknow's Queries raised in his letter No. RS. 18-T(7)/84 dated 26-10-87) while issuing the speed certificate for the running of above wagons so far as movement of the wagons in special train formation of loaded wagons as a precautionary measure is concerened. It is however noted that the speed restriction of 40 Kmph will continue to the observed for movement of this wagon in empty condition in general train formation.

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 3250 mm wide.	14785	17960
3.	20(b)	Max. length of under frame over head stock bogie vehicles 3250 mm wide.	21030	25160
4.	21(b)	Max. length over side buffers-bogie vehicles 3250 mm wide.	22300.	27442

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

(116)

No. 88/CEDO/CR/2 New Delhi, dt. 23.8-88.

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 dated 20-7-88.

(Arimardan Singh)
for Secretary, Railway Board.

(117)

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

WIRELESS/TELEGRAM
DATED 25-08-1988.

1. SHRI L.C. JAIN
   CHIEF BRIDGE ENGINEER
   EASTERN RAILWAY
   CALCUTTA.
2. SHRI SURYA NARAIN
   CHIEF BRIDGE ENGINEER
   SOUTH EASTERN RAILWAY
   CALCUTTA.
3. SHRI B.R. SHARMA
   CHIEF ENGINEER/EAST
   NORTHERN RAILWAY
   BARODA HOUSE
   NEW DELHI.

..... BY HAND.

NO. 88/CEDO/BR/20 (.) REFERENCE YOUR DISCUSSION WITH M.E. IN THE EVENING ON 16-8-88 IN BOARD'S OFFICE REGARDINGTHE FEASIBILITY OF RUNNING 'BOBR' WAGON ON THE IDENTIFIED ROUTES ALREADY ADVISED IN THIS OFFICE D.O. OF EVEN NUMBER DATED 5-8-88 (.) M.E. HAD DESIRED THAT THE RAILWAY MAP SHOWING THE PORTION OF IDENTIFIED ROUTE FALLING IN THE JURISDICTION OF YOUR RAILWAY BE SENT WHICH SHOULD SHOW (i) THE LOCATIONS WHERE TRACK CENTRES ARE LESS THAN 4570 (15'-0") AND (ii) THE LOCATIONS WHERE STRUCTURE DISTANCE IS LESS THAN 2135 MM (7'-0") (.) ACTUAL EXISTING TRACK CENTRES AND ACTUAL EXISTING STRUCTURE DISTANCES WERE ALSO REQUIRED TO BE SHOWN CLEARLY FOR SUCH LOCATIONS (.) THE REQUIRED MAPS NOT RECEIVED SO FAR IN THIS OFFICE (.) SEND THREE COPIES OF THE MAP ALONGWITH PROFORMA 1 TO 4 DULY FILLED IN (.) EXPEDITE (.) ENSILE (.)

MUNDHEY
RAILWAYS.

No. 88/CEDO/BR/20 New Delhi, dt. 25-08-1988.

Copy by post in confirmation.

(J.S. Mundrey)
EXECUTIVE DIRECTOR CIVIL ENGINEERING,
RAILWAY BOARD.

(118)

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

No. 88/CEDO/SR/19 New Delhi, dt. 23-8-88.

The General Manager (Engg.),
Western Railway,
Churchgate,
Bombay.

Sub: Runnig of Self Propelled Ultrasonic Rail Testing (SPURT) Car on Bombay Central-Mathura J. Section.

With reference to your application No. W.632/10/21 Vol. III dated 30-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of Self Propelled Ultrasonic Rail Testing (SPURT) Car URT-100-1 supplied by M/S Matix-Paris (France) and M/s Plasser, Austria, as per Schematic Diagram No. RDO/T-2132, having a maximum axle load of 13t on Bombay Central-Baroda-Ratlam-Mathura section of your railway at a maximum speed of 55 kmph when attached with a suitable train or moving on its own power, with testing carriage lifted and locked, and 70 kmph in testing mode with testing carriage lowered to the track subject to the observance of all permanent speed restrictions as notified in Appendix-VII to the current working time table and temporary speed restrictions inforce and/or that those may be imposed from time to time. The sanction is further subject to the observance of all other conditions/stipulations made in joint safety certificate No. 11, RDSO'S speed certificate and all other certificates accompanying your application referred to above.

The sanction for the condonation of infringements to item 2(ii) and 18(i) Chapter-IV'A' of BG Metric Schedule of Dimensions (1973) involved in the running of the above self propelled ultrasonic rail testing(SPURT CAR) as detailed in Form-XI accompanying your letter referred to above has already been conveyed under Board's letter No. 87/WDO/SR/24 dated 22/23-12-87.

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

No. 88/CEDO/SR/19 New Delhi, dt. 23-8-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his endoresement No. RS.17-T(4)/82 dt.20-7-88.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate, Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/259/370 dated 7-7-88..
3. The Director Standards (Track), RDSO, Lucknow,

(Arimardan Singh)
for Secretary, Railway Board.

Arimardan Singh,
Director Civil Engineering (G).

Spare copy

(119)

XXXXXXXXXXXXXXXXX

XXXXXXXXXX
XXXXXXXXXXXXX

NEW DELHI
August 25th 1988

D.O. No. 88/CEDO/SR/20

Dear Shri Krishna Rao,

Sub: Running of 3500 mm wide 'BOBR' wagon.

RDSO have designed 3500 mm wide bottom discharge hopper wagon type 'BOBR' to Diagram No. WD-86013-G-01 Alt. 2 for transport of coal. These wagons are proposed to be run on the identified route. To start with it is proposed to examine the feasibility of running of this wagon on the following route:-

Thermal Power Station	Linked Coal fields.	Route.
VIJAYAWADA	i) Manuguru (Singareni)	Vijayawada-Dornakal-Manuguru
	ii) Bellampalli (Singareni)	Vijayawada-Dornakal-Kazipet-Bellampalli.

To have the full appraisal of the position regarding the possibility of running BOBR wagon, M.R. desires that you may send the railway map showing the identified route as well as the track diagram indicating clearly only those locations where track centre are less than 4570 mm (15'-0") and/structure distance is less than 2135 mm (7'-0") on the identified routes falling in the jurisdiction of your railway alongwith the estimated cost for removal of these infringements and the time frame to complete the job of removal of infringements.

also those locations where

I am also enclosing herewith proforma No. 1 to 4 which may also be sent duly completed latest by 31-8-88. Proforma - I relates to the position regarding identified route as noted above, and proforma 2,3 and 4 relate to the position of S.C. Railway as a whole.

With regards,

Yours sincerely,

(Arimardan Singh)

O/c

Shri S.N.R. Krishna Rao,
Chief Engineer, S.C. Railway,
Secunderabad.

(120)

No. 88/CEDO/SR/24 August 18th 1988

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

Sub: Sanction for running of M/s. BHEL Hardwar's 8 axle BG Special wagon with a maximum axle load of 20.3t in empty and loaded condition over various BG Section on Central Railway.

Ref: Your application No. T-607/M-3/WY/BR/XII dated 27-6-1988.

RDSO have since issued alteration 4 to Drawing No. WD-87023-S-02, vide their letter No. CT/CS/SBFV/BHEL dated 14-7-88, Ministry of Railways desire that you may accordingly advise correction in your above quoted application and in all other certificate accompanying the same.

You may also send a copy of the speed certificate now under revision with RDSO as a result of the issue of alteration 4 through CWE/CCRS Lucknow.

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

(121)

P.O. No. 196 of dated 16-8-88.

Shri D.P. Singh D/man Jr. 'B' is relieved from CEDO on 17-8-88 (After Noon) to report for duty in Planning Branch.

17.8.88
Asstt/Line

Flg. Br.

DCE(G)
17.8.88

17/8-88 (ANI)

(122)

Arimardan Singh,
Director Civil Engg.(G).

DO No.87/WDO/SD/6 New Delhi, the 12 -8-88.

Dear Shri Madan,

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

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

.....

The position as furnished by your railway vide above quoted letter was put up to the Board on which C.R.B. has minuted as under:-

"Discussed. A Group consisting of EDEE, EDCE and ED(Chg.) should work out a rough cost benefit of having E.M.U. run to replace existing passenger train to DLI/MTJ Section. Costs for ground facilities be limited to this section and benefit should include affect on line capacity. The results be put up by 31-8-88."

This was also discussed with Shri G.S. Koppikar, Chief Engineer, (when) he was in Board's office on 11-8-88. I shall be grateful if you could kindly examine the possibility of running 12'-0" wide EMU stock on the section falling in the jurisdiction of your railway alongwith the statement of infringing structures with their locations, cost of removal of these infringements and time required for removal of the same in the similar proforma as earlier furnished with your above quoted letter. You may also send any other relevant information/views in this connection which you may think necessary for the compliance of CRB's minutes extracted above. Reply should be sent at the earliest. It may kindly be ensured that your reply reaches this office by 22nd August/88, the latest.

With regards,

Yours sincerely,

(Arimardan Singh)

Shri G.R. Madan,
Chief Bridge Engineer,
Central Railway,
Bombay.

Talked to Sri Madan and requested reply by 22nd Aug. 88.
sd/-
D.C.E.(G).

(123)

Ever since the shifting of CEDO from room No. 110'A' to room No. 134, Railway telephone No. 2213 generally remains out of order. The daily complaints made have brought no fruitful result.

In case the fault is beyond repairs, it is not understood why a new telephone is not being provided to CEDO branch as in the absence of the telephone the work of the section suffers badly.

ED(S&T) may kindly see.

11/8/88

ACE(G)

EDCE

ED(S&T)

(129)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.88/PL/22/1(Misc) New Delhi, dt. 10.8.88

Subject: Missing Files.
-.-.-.-.-.-.-.-.-

The file No.82/PL/15(8)Pt.IV containing the correspondence on design of Bottom Discharge Wagons (BOBR) has been misplaced since 6-6-88. The file was marked by EDP to EDTT, ED(Safety), EDME & EDCE on 1-6-88 and it has been found that this file was last with EDME on 6-6-88 and thereafter the movement of this file is not known.

This file is required to be put up urgently to Board(CRB) with status position of BOBR wagons.

PSs to respective Executive Directors may please search the chambers and return the file to the undersigned immediately.

(R.S. Grover)
Director Transport Planning

PSs :- EDTT, ED(Safety), EDME,
EDRS(F), EDME(RSM), EDCE.

Section Officers:- All Branches of Mech/ Stores/ C.E. Sts.

(125)

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

No. 88 / CEDO / SR / 19. New Delhi, Dated 9 -8-1988.

To

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

Sub:- Sanction for running of self propelled ultrasonic rail testing car - URT - 100 - 1 (SPURT) over various B.G.Sections of Central Railway.

With reference to your application No.W.681/Y/61/BR dated 22-6-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of Self propelled ultrasonic rail testing (SPURT) car URT-100-1 supplied by M/s.Matix Paris (France) and M/s.Plasser, Austria, as per schematic diagram No.EDO/T-2132, having a maximum axle load of 13 t on the following 15 B.G.Sections as mentioned in your above application at a maximum permissible speed of 65 Kmph when attached with a suitable trains or when running on its own power with Testing carriage lifted and locked, and at a maximum speed of 30 Kmph in testing mode with testing carriage lowered to the track 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. M-25/88 BG, RDSO's Speed Certificate and all other certificates accompanying your application referred to above:

(1) Bombay V.T. - Kalyan - Pune - Wadi
(2) Kalyan-Igatpuri-Bhusawal-Itarsi-Jabalpur-Naini
(3) Balharshah - Wardha - Nagpur - Itarsi - Jhansi - Tughlakabad.
(4) Bhusawal - Badnera - Wardha
(5) Bina - Katni
(6) Jhansi - Juhi
(7) Jhansi - Manikpur
(8) Bhimsen - Khairar
(9) Daund - Manmad
(10) Bina - Guna - Ruthiyai - Maksi
(11) Katni/New Katni Junction - Singrauli
(12) Diva - Vasai Road
(13) Diva - Panvel - Apta - Pen - Nagothane - Roha Road
(14) Badnera - Amravati and
(15) Jalamb - Khamgaon.

P.T.O.

(126)

The sanction for the condonation of infringement to item 2(ii) and 18(1) of Chapter IV-A of B.G.Metric Schedule of Dimensions (1973) involved in the running of the above Self propelled ultrasonic rail testing (SPURT) car as detailed in Form - XI accompanying your letter referred to above has already been conveyed under Board's letter No. 87/CEDO/SR/24 dated 22/23-12-87.

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

No.88/CEDO/SR/19. New Delhi, Dated 9-8-1988.

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.17-T(1)/82 dated 28.6.88.

2) The Commissioner of Railway Safety, Central Circle, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.442 dated 27-6-88.

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

(Arimardan Singh)
For Secretary, Railway Board.

DA/Nil.

(127)

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

No. 88/CEDO/ORI/15 New Delhi, dt. 9-8-88.

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

Sir,

Sub: Doubling of track between Wadi and Thangundi - opening of permanent diversion of main line from km. 611/11-12 to km. 617/7-8 between Wadi and Nalwar stations on the Guntakal Division of the South Central Railway.

With reference to your Endorsement No. RS.10-T(8)/88 dated 11-7-88, 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 dated 23-6-88.

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA/NIL

No. 88/CEDO/ORI/15 New Delhi, dt. 9-8-88.

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 23-6-88.
2. The General Manager, South Central Railway, Secunderabad 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 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.

DA/NIL

(128)

File No. 88/CEDO/BR/6 dealing with the sanction for running of BG bogie liquified petroleum gas tank wagon type 'BTPGL' on Indian Railways was marked to DCE(G), EDME(MS), M(N) and CEDO Branch on 8-3-88 to take necessary extracts on their relevant file for the purposed of getting the modifications suggested by CAF carried out by Mech. Dte. on the existing fleet of tank wagon being used for liquified petroleum gas. This file has not so far come back to the section. On perusal chasing of the file from the movement register of the concerned officers, it is revealed that the file was last sent by EDME(MS) to M(N) section on 9-3-88 and M(N) section further sent this case to CEDO on 16-3-88. But it is surprising that the said case has not so far been received in CEDO branch.

EDME(MS)/M(N) are requested to kindly make a search of the file in their room and in case the file has been sent to CEDO, a copy of the instructions issued to the railways in this connection may please be linked.

9.5.88

9.5.88.

DCE(G)
EDCE
EDME(MS)

M(N)

(129)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No. 88 / CEDO / BS / 1. रेल भवन, नई दिल्ली-110001, तिथि Rail Bhavan, New Delhi-110001, dated 8-8-88. 19

To

The Chief Engineer/Con.(HQ),
Northern Railway,
Head Quarters Office,
Kashmere Gate,
Delhi - 110 006.

Sub:- Free Board and Vertical Clearance - Extension of Bridge No.1120, 4 x 12' and 2 x 10' PC Slab as 4 x 3.660 m and 2 x 3.050 m Slab at KM:1370/14-15 (Chainage 62.477.300) in Rampur Yard in C/W MB-RMU section.

Ref: Your offin letter No. 101-W/32/Bridges/W II dated 21/4/88

With reference to your above quoted letter sent through Chief Commissioner of Railway Safety, Lucknow sanction of the Ministry of Railways is hereby communicated to the proposed Vertical Clearance of minus 43 mm against the required 656 mm and Free Board of 437 mm against the required One Metre as per Sub Structure Code para 4.8.4 in connection with the extension of Bridge No.1120 located at Rampur Yard on Moradabad-Rampur section of Northern Railway Doubling.

The measures 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, Dated 8-8-1988.

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(1)/87 dated 20-7-88.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow - 226 001 with reference to his letter No. 33/52/B/IV/Pt.I dated 6-7-88.

(A.K.MEHROTRA) 8/8/88
For Secretary Railway Board.

DA:-Nil.

(130)

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

No. 88/CEDO/SD/7 New Delhi, dt. 2-8-88.

The General Manager (Works),
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub: Condonation for infringement to schedule of maximum and minimum dimensions in connection with proposed conversion of existing 'D' class into 'B' class crossing station on Badarpur Junction - Katakhal Junction section on Northeast Frontier Railway.

With reference to your letter No. W/344/PNGM/84-85/W-1 dated 10-5-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the grade infringement to item 2 note (b) of Chapter-II of M.G. Metric Schedule of Dimensions (1963) involved in the extension of short loop to adequate length at Panchgram station on Badarpur Jn - Katakhal Jn. section in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form -XI and Drg. No. Y/11/84 accompanying your letter referred to above.

It is however noted that the slip siding of CRS 40M has already been provided at Katakhal end. The railway will however have to ensure that the slip siding is so designed that there are no chances of rolling back of the stock entrapped in the siding.

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

No. 88/CEDO/SD/7 New Delhi, dt. 2-8-88.

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.19-T(2)/84 dated 6-6-88.
2. The Commissioner of Railway Safety, N.E. Circle, Gorakhpur, with reference to his letter No. 466/304/Pt.I dated 26-5-88.

(Arimardan Singh)
for Secretary, Railway Board.

Sr. No.	Location	Name of structure which infringes.	Chapter & Item of Schedule	Prescribed dimensions	Existing actual dimensions Grade from GL of SB to NPB end	Grade from GL of SB to Katakhal end.	Extent of infringement.
1.	Km.5.23 Panchgram station on Badarpur Jn.-Katakhal Junction.	Station yard grade.	Chapter-II item 2 note (b)	Level to 1 in 260 (with CRS's sanction)	SB to 74.30m-R 1 in 150 74.30m to 744.86m-R 1 in 200	SB to 180 m-R 1 in 150, 180m to 456.93m-F 1 in 200 456.93m to 552.94m Level.	Entire yard infringing.

(131)

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

No. 88/CEDO/SD/1. New Delhi, Dated 2-8-1988.

To

The Chief Signal & Telecommunication Engineer,
Railway Electrification,
Bhopal.

Sub:- Approval of infringements in connection with introduction of Multi-Aspect colour light signalling at Mandi Bamora on Bina-Itarsi section of Central Railway.

With reference to your letter No.CPM/B/SI/SIG/20 dated 6-2-1988 sent through the Chief Commissioner of Railway Safety, Lucknow the Ministry of Railways sanction the infringements to 3 Signal Structures at Mandi Bamora on Bina-Itarsi 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.

It is noted that blanking arrangement will be provided for signal ladders which are located at a distance of less than 2.360 metres and that there is no possibility of running 12'-0" wide EMU Stock in future.

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

DA/Nil.

No. 88/CEDO/SD/1. New Delhi, Dated 2-8-88.

Copy forwarded to:

1) The Chief Commissioner of Railway Safety, NE Railway Office Compound, Ashok Marg, Lucknow with reference to his Endorsement No. RS.18-T(2)/84 dated 24-2-88.

∠-No.II

2) The Commissioner of Railway Safety, Central Circle, Bombay-400 020 with reference to his letter No.115 dated 18-2-88.

3) The Executive Director, Railway Electrification (S&T), Railway Board with reference to his endorsement on the application of the CSTE/RE, Bhopal that there is no possibility of running 12'-0" wide EMU Stock on the above noted section in future.

(Arimardan Singh)
for Secretary Railway Board.

(132)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.82/WDO/SD/23.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 28 - 7 - 88 19

To

The Chief Project Manager,
Railway Electrification,
Nagpur.

Sub:- Electrification of Bhusaval Yard on 25 kV AC - Administrative approval for adoption of setting distance below 2.36 m for the OHE Structures.

Ref:- Your office letter No.CPM/N/EL/T/28/40 dated 4-1-88 and 22-2-88.

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 implantation of 19 OHE Structures at Bhusaval Yard on Bhusaval-Akola section as detailed in Annexure-I and Appendix 'A' 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 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 Commissioner of Railway Safety'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).

(ARIMARDAN SINGH)
Director Civil Engineering (G),
Railway Board.

(133)

No.85-M(M&P)/175/7/Jessops' Cranes

Please refer to Chief Engineer, South Central Railway's letter No. W.368/1/6/Vol.II dated 18.7.88 vide which he has requested for condonationof the movement of ODC crane, which has to be moved from the works of M/s Jessops' & Co. Ltd., Calcutta to Kazipet locoshed of South Central Railway. In this connection please also refer to RDSO's letter No.SL/CR/SPD/140t/ Jessops' dated 14.6.88.

(S.P. Singh) 21/7/88
DME(P)II
21.7.88

D.C.E.(G)

(134)

No.85-M(M&P)/175/7/Jessops' Cranes

Please refer to Chief Engineer, South Central Railway's letter No. W.368/1/6/Vol.II dated 18.7.88 vide which he has requested for condonationof the movement of CDC crane, which has to be moved from the works of M/s Jessops' & Co. Ltd., Calcutta to Kazipet locoshed of South Central Railway. In this connection please also refer to RDSO's letter No.SL/CR/SPD/140t/ Jessops' dated 14.6.88.

(S.P. Singh)
DME(P)II 21/7/88
21.7.88

D.C.E.(G) 22.7.88 DCE(G)

~~CE/SO~~

Mr Saini
22/7

The S.E. RLY has already been advised under Rly's letter placed at F/A.

A Rao 22.7.88. Advised 22/7/88

DCE(G) 22.7.88

DME(P)II

To avoid similar references from other Rlys also, it is suggested that a clarification to this effect be issued to the Rlys. concerned.

22/7/88

DCE(G) 3.8.88 DCE(G)

~~CE/SO~~

Mr Saini
3/8/88

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं0 88/सी ई डी ओ/स्ट आर/18 नई दिल्ली, दि0 21-7-88

महानिदेशक (तिपिल),
ओ ओ सा सं0,
लखनऊ ।

विषय:- 3250 मि0 मी0 चौड़ाई वाले 23165 मि0 मी0 लम्बे सवारी डिब्बे का अभिजल्प--- केरवदल की अनुमति ।

मुख्य रेल संरक्षा आयुक्त, लखनऊ के माध्यम से भेजे गये आपके 19-5-88 के आवेदन पत्र सं0 सी टी/स्ट जी/जी जी के संदर्भ में, रेल मंत्रालय ने आपके उपर्युक्त आवेदन-पत्र के साथ लगे अनुबंध-I में यथाचर्चित ओ ओ सा0 सं0 के नक्शा सं0 88108 (शीट-1) में 3250 मि0 मी0 चौड़ाई वाले 23165 मि0 मी0 लम्बे सवारी डिब्बे के अभिजल्प में निहित लम्बाई चौड़ाई की सं0 सा0 मीटरिय अनुसूची (1973) में निम्नलिखित केरवदल के लिए स्वीकृति दी है :-

क्र सं0	अध्याय I/"ए" की धारा सं0--	वर्णन	अनुसूची में निर्धारित लम्बाई-चौड़ाई (मि0मी0)	डाईंग के अनुसार लम्बाई-चौड़ाई (मि0 मी0)
1.	16	ओगी वाहन के लिए केन्द्रों से न्यूनतम दूरी	वाहन के ढांचे की 2/3 लम्बाई (अर्थात 23165 मि0मी0 लम्बे सवारी डिब्बे के लिए 15443 मि0मी	15241
2.	17	3250 मि0 मी0 चौड़े ओगी वाहनों के लिए ओगी केन्द्रों से अधिकतम दूरी	14785	15241
3.	19(ख)	3250 मि0मी0चौड़े ओगी वाहनों के लिए छत के ढांचे की अधिकतम लम्बाई	21340	23165
4.	20(ख)	3250 मि0 मी0 चौड़े ओगी वाहनों के लिए हैड स्टाक पर बफरफ्रेम की अधिकतम लम्बाई	21030	22855

.....2/-

5.	21(3)	3250 मि0 मी0 चौड़े ओगी वाहनों के लिए साइड जर्क्स पर अधिक्रम लम्बाई	22300	24125
6.	22	जिन्हीं दो समीपवर्ती धुरों के बीच अधिकतम दूरी ।	11890	12345

(अरिमर्दन सिंह)
निदेशक, सिविल इंजीनियरी (ता0) रेलवे बोर्ड
नयी दिल्ली, दि0 21-7-88

सं0ब्रि/सी ई डी ओ/स्ल आर/18

प्रतिलिपि मुख्य रेल दावा आयुक्त, अशोक मार्ग, लखनऊ को उनके 26-5-88 की पृष्ठांकन सं0 आर स्ल 18-टी(7)/84 के संदर्भ में सूचनार्थ ।

(अरिमर्दन सिंह)
कृते सचिव, रेलवे बोर्ड ।

~~GNGNGNGNGNGTGN~~

20 JUL 1988
Railway Board New Delhi

12

(137)

NO 4

XXR TIME 1800

SC 17 IE

TO VIJAY KANWAR EXEC. DIRECTOR MECH ENGG(WORKS) NDRB
SINGH JT. DIRECTOR MECH ENGG NDRB
KAHRE DIRCETOR(STDS) RDSO LKO

M.244/RS/1/7 (.)

JESSOPS PRESSING TO TAKEOVER 140-T CRANE FROM THEIR WORKS (.)

SPEED CERTIFICATE AND OVERDIMENSIONAL CONSIGNMENT CLEARANCE

FOR MOVEMENT OF CRANE EX DUM DUM TO SOUTH CENTRAL RAILWAY BEEN REFE

... REFERRED TO DIRECTOR CIVIL ENGG BY CHIEF ENGINEER SOUTHCENTRAL

RAILWAY VIDE HIS LETTER NO W.368/1/6/VOL. II DTD 18/7 (.)

THIS HAS REFCE TO RDSO'S LETTER NO SI/CR/SPD/140T/JESSOP

DTD 14/6/88 (.) PURUSE AT YOUR END AND ADVISE BOARDS CLEARANCE FOR

MOVEMENT OF CRANE HELDUP AT JESSOPS WORKS

-- REBEIRO CMPE R/L

DME(PH)

SC

SC 4 1045 20

5

(138)

No.82/WDO/SD/22 July 18th 1988.

The General Manager,
Northeast Frontier Railway,
Maligaon, Guwahati.

Sub: Provision of check rails on Sharp curves on Darjeeling - Himalayan Railway section.

Ref: Your letter No. W/235/1/10/W-6A dated 28-11-86.

Please refer to this office letter of even number dated 1-7-85 followed by reminder dt.28-5/1-6-87 on the above noted subject and advise the action taken so far for the information of Board.

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

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भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड Railway Board)

No.88/CEDO/SR/24

रेल भवन, नई दिल्ली-110001, तिथि July th 1988.
Rail Bhavan, New Delhi-110001, dated

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

Sub: Provisional speed certificate for B.G. bogie well wagon for M/s BHEL/Hardwar.

Ref: Your letter No. MW/CS/BHEL/MD/BWHT dt. 15-2-88.

It is seen from para 5 of your above quoted speed certificate that 8-axle BG special wagon of M/s BHEL, Hardwar to RDSO Drg. No. WD-87023-S-02 Alt. 3 will run as an ODC both in empty as well as in loaded condition. The drawing however indicates that the wagon in empty condition does not infringe the maximum moving dimensions of 1929. In this connection, Director General (Track) R.D.S.O., Letter No. CT/CS/SBPW/BHEL dated 7/8-12-87 may please be connected which states that the wagon as a precautionary measure will be permitted to run at a maximum speed of 40 kmph both in empty and loaded condition in a special train formation only, accompained with trained staff during the movements. The letter also states that the consignment when loaded on the wagon may become an ODC and will move under ODC stipulations as usual. No confirmation has however been given by RDSO in the speed certificate that the consignment when loaded on the wagon will infringe the maximum moving dimensions of 1929 and will constitute an ODC. The drawing showing the consignment loaded on the wagon has also not been issued by RDSO.

In view of the above, the circumstances for treating the 8-axle BG bogie well wagon as an ODC both in empty as well as in loaded condition may be advised for information of this office.

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

(140)

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

No. 88/CEDO/BS/1. New Delhi, Dated, 8 -7-1988.

To

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

Subject:- Phulera - Kishangarh (MG) Doubling extension of Bridge No.277, 2 x 0.6 m rail cluster by 2 x 0.6 m RCC ballastless slab.

Reference:- Your office letter No.W 65/1/VCP/ADI/Vol.II dated 02 - 6 - 1988.

With reference to your above quoted letter sent through Chief Commissioner of Railway Safety Lucknow, sanction of the Ministry of Railways is hereby communicated to the proposed Vertical Clearance of 275 mm against the required 600 mm and the reduced Free Board of 215 mm against the required one metre as per Sub Structure Code, on the extended portion of Bridge No.277 located at Mandawariya Station Yard on Phulera-Kishangarh (MG) doubling of your railway, as shown in Annexure 'A' and Plan No. CE(CN)ADI/3963/D-PL-KSG accompanying your letter referred to above.

The measures 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, Dated 8 -7-1988.

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(8)/84 dated 27.6.88.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexure, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/1/318 dated 9th June, 1988.

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

DA/Nil.

(141)

No. 85/WDO/ORI/4 Oct./12th 87.

The Director,
Map Publication,
Survey of India,
Hathibarkala,
Dehradun.

Sub: Report of inspection prior to opeing of the converted Broad Gauge from Katihar to Barauni & Jn. on the North Eastern Railway.

Ref: Your letter No. W/Con/520/1/1/BJU-KIR/W-I/460 dated 24/7-1/2-86.

I am directed to forward herewith one set each of the Index plan and section of the above section for infromation and your office record. The said section was opened to passenger traffic on 17-10-84.

This may please be acknowledged.

(Arimardan Singh)
for Secretary, Railway Board.

Azo(s) bearing Railway Board D.B. No. PS/NE/116, PS/NE/116/A, PS/NE/116/B and PS/NE/116/1 to 6.

No. 85/WDO/ORI/4 New Delhi, dt. 12-10-87.

Copy forwarded for information and necessary actio to Statistical drawing branch Room No. 413, Rail Bhawan, New Delhi, alongwith a set of the Index Plan and Section, referred above.

(Arimardan Singh)
for Secretary, Railway Board.

(142)

No. 88/CEDO/SR/23 July 7th 88.

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

Sub: Provisional speed certificate for 6-axle special flat wagon with 20.3t maximum axle load for Department of Atomic Energy (DAE).

Ref: Your letter No. MW/CE/BARC/CASK dt. 4-1-88.

It is seen from para 4 of the above speed certificate that the cage of the consignment in loaded condition infringes the standard maximum moving dimensions of 1929 as shown in detail at 'X' of the loaded diagram No. WD-82053-B-0 Alt.3. The railways on which the movement will take place have also been asked by RDSO to obtain the condonation of this infringement from the concerned authority before loaded movement. As is evident from the drawing and the speed certificate, the cage is a part and parcel of the consignment and it should have been treated as an ODC as per extant instructions unless cage constitutes a part of the empty wagon.

It is therefore requested that the position may please be revieved and in case the cage of the consignment is not to be treated as an ODC, it will be necessary for RDSO to certify that the cask and the cage of consignment when bolted with the empty wagon constituted an integral part of the rolling stock and it is safe to run the same. The authority who will examine the looseness of the bolts and nuts during the run may also be nominated. The position may please be examined quickly and a reply sent to this office alongwith the drawing of the consignment.

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

(143)

IMMEDIATE

GOVERNMENT OF INDIA
MINISTRY OF TRANSPORT
DEPARTMENT OF RAILWAYS
(RAILWAY BOARD)

No. 86/ER(SIU)/4/2. New Delhi, dated: 17-11-1986.

MEMORANDUM

Sub:- Studies to be undertaken by the Staff Inspection Unit.

It is proposed that the Staff Inspection Unit (SIU) should undertake the Work Measurement Study of the Secretary's Branches in Railway Board's Office. The study will cover the posts upto and including the level of Section Officer.

2. To facilitate the functioning of the SIU for undertaking the study, the preliminary information is required to be furnished by the Branches in Proformae I to XI. In proforma I, the chennel of submission of cases may as well be indicated. The Section Officers while filling proforma II should also furnish the following additional information.

i) Functions of the post;

ii) Branches whose work is supervised; and

iii) the immediate superior officer to whom they submit their papers.

3. The Secretary is requested to ensure that the information asked for in the preceding paragraphs is furnished to SIU within a fortnight from the date of issue of this memorandum.

During sample study, the following forms will be used:-

i) Section Officer	Form 'A' for receipt work.
	Form 'C' for non-receipt work.
ii) Staff engaged in case work	Form 'A' for receipt work.
	Form 'B' for non-receipt work.
iii) Diarists	Form 'E' Part-I
iv) Typist	Form 'E' Part-II
V) Stenographers	Form 'F'

.....2/-

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4. The detailed instructions for filling up the proformae are given in a separate sheet enclosed. The forms are to be filled in during the sample study undertaken for ten working days by all the Staff and Section Officer. The completed forms for each day should be sent to the SIU (Room No. 301'A' third floor) on the forenoon of the next working days. Form 'A' will, however, be sent to SIU alongwith the files concerned.

5. The proformae may please be filled up there and then as soon as the particular piece of work is over, and especially the clock time should be indicated for each activity. The mere narration of activity without indicating the clock time will made the study infructuous and ineffective. All Officers and staff are requested to render their assistance and co-operation to make the study a success.

6. The date of commencement of Sample Study for ten working days will be advised later on after the receipt of the basic data i.e. preliminary information as required in Forms I to XI. During the sample period, the members of SIU Team will be visiting the branch to check whether the proformae are being filled up properly there and then. Wherever necessary, Time Study will be made by the SIU for any particular piece of work.

7. To assess the work load relating to the disposal of receipts, receipts received during the sample study period will only be taken into account. It is, therefore, requested that receipts received during the sample study period may please be given priority over the old receipts to enable the study being conducted expeditiously. The Secretary may kindly direct the Section Officers and Branches to extend their fullest co-operation and supply the requisite information to make the study a success.

(Ashok Bhandari)
Dy. Director, FR (SIU).

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

OFFICE ORDER NO. 4 OF 1988.

It has been observed that some of the Directorates are purchasing technical books or documents either within the powers delegated to them or through JS, for their official use.

2. In order to ensure proper accountal of the new books purchased by various Directorates, it has been decided that the following procedure should be followed by all Directorates:-

i) All purchases of books would be done only after getting clearance from the Librarian that the book is not available in the Library.

ii) The books may be bought either by the Executive Director himself or through the agency or 'General' Branch or the Librarian.

iii) If the purchase of books bought or to be bought is not within the financial competence of the Executive Directors, prior sanction of the Secretary will have to be taken.

iv) All such books will have to be sent to the Librarian for accountal. The books may thereafter be got issued by the Officer concerned from the Library for as long a period as necessary.

(A.K.P. Unny)
Jt. Secretary, Railway Board.

No.88/O&M/1/1.
Dated: 2-2-1988

To

All Officers and Branches in Board's Office.
G(Acc) and O&M with 10 spares each.

RDO

(146)

भारत सरकार

रेल मंत्रालय (रेलवे बोर्ड)

1988 का कार्यालय आदेश संख्या-4.

यह देखने में आया है कि कुछ निदेशालय अपने सरकारी उपयोग के लिए तकनीकी पुस्तकों या प्रलेखों को खरीद या तो उन्हें प्रत्यायोजित शक्तियों के अधीन या संयुक्त सचिव के माध्यम से कर रहे हैं।

2. विभिन्न निदेशालयों द्वारा खरीदी गयी नयी पुस्तकों का सही-सही लेखा-जोखा सुनिश्चित करने के उद्देश्य से, यह विनिश्चय किया गया है कि सभी निदेशालयों द्वारा निम्नलिखित प्रक्रिया का अनुपालन किया जाना चाहिए :-

I. पुस्तकों की सभी खरीदें पुस्तकालयाध्यक्ष से इस बात का प्रमाण मिलने के बाद ही की जायेंगी कि पुस्तक पुस्तकालय में उपलब्ध नहीं है।

II. पुस्तकें या तो कार्यपालक निदेशक द्वारा स्वयं या वैसी अथवा "सामान्य" शाखा या पुस्तकालयाध्यक्ष के माध्यम से खरीदी जायें।

III. यदि खरीदी गयी या खरीदी जाने वाली पुस्तकों की खरीद कार्यपालक निदेशकों की वित्तीय सक्षमता के अधीन नहीं है तो इसके लिए सचिव की पूर्व स्वीकृति लेनी होगी।

IV. ऐसी सभी पुस्तकें लेखा-जोखा रखने के लिए पुस्तकालयाध्यक्ष को भेजनी होंगी इसके बाद पुस्तकें या आवश्यक अवधि के लिए पुस्तकालय से संबंधित अधिकारियों द्वारा जारी करानी होंगी।

(ए.के.पी. अग्निहोत्री)
संयुक्त सचिव, रेलवे बोर्ड.

सं0 88/ओ एण्ड एम/1/1
दिनांक 2.2.88

प्रतिलिपि :- बोर्ड कार्यालय के सभी अधिकारियों और शाखाओं तथा सा.(आ.) और ओ एण्ड एम को 10-10 अतिरिक्त प्रतियों सहित.

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

No. 88/CEDO/SD/6

New Delhi, dt. 4-7-88.

The General Manager,
Western Railway,
Churchgate,
Bombay - 20

Sub: Line capacity works on coal carrying route - facilities on Ratlam - Dahod, Nagda - Ratlam and Ruthiyai - Maksi (Amargarh)

With reference to your letter No. WNC.635/4/9/3 dt.13/16-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the grade infringement to item 2(b) of Chapter-II of BG Metric Schedule of Dimensions (1973) involved in providing an additional loop with a spur on grade of 1 in 200 at Amargarh on Ratlam-Dahod section in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and plan No. CE (S&C) 13898 accompanying your letter referred to above.

The sanction is subject to suitable stipulation being made in the SWR for blocking back of section between Amargarh and Bamnia whenever shunting is performed on Up main line. It is however noted that condition for existing 1 in 200 falling gradient from Mile 377/3900 to Mile 378/100 has already been obtained under Board's letter NO. 59/WDO/SD/16 dated 7-3-59.

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

New Delhi, dt. 4-7-88.

No. 88/CEDO/SD/6

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his letter No. RS.18-T(8)/84-II dt. 25-5-88.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, M.K. Road, Bombay - 400 020. with reference to his letter No. 221/277 dated 19-5-1988.

(Arimardan Singh)
for Secretary, Railway Board.

Sr. No.	Location	No.of structure which infringes	Chapter &/ Item of Schedule	Prescribed dimension	existing a actual dimension	Amount of infringement
1.	Km.605.54 Amargarh on Ratlam-Dahod sec.	Common loop line takes off from main line on steeper grade of 1 in 200.	Chapter-II item 2(b)	1 in 400	1 in 200	1 in 200 against 1 in 400.

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

No.88/CEDO/SD/5 New Delhi, dt. 4-7-88.

The General Manager,
Western Railway,
Churchgate, Bombay-20.

Sub: Providing additional tunnel at Panch Piplia in connection with doubling of 3 single line stretches on Ratlam-Godhra section - Sanction to infringement of gradients in Panch Piplia station.

With reference to your letter No.WNC.635/4/9/3 dt. 19-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the grade infringement to item 2(b) of Chapter-II of BG Metric Schedule of Dimensions (1973) involved in locating the new turn out from up main line to up loop line on a grade of 1 in 200 at Panch Piplia station in connection with the above mentioned work as indicated in Annexure-I on the below. Annexure-I is based on Form-XI and Drg. No. CE(S&C) 14039 accompanying your letter referred to above.

This sanction is subject to suitable stipulations being made in the station Working Rules, for blocking forward of the section between Panch Piplia and Bajranggarh whenever shunting is performed on Up main line and blocking back of the section when ever shunting is performed on Dn Main line. It is however noted that condemnation for existing 1 in 200 rising gradient from Mile 370/4200 to Mile372/2200 has already been obtained under Board's letter No. 59/WDO/SD/15 dated 8-2-60.

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

No.88/CEDO/SD/5 New Delhi, dt. 4-7-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his letter No. RS.18-T(8)/84 dated 14-6-88.
2. The Commissioner of Railway Safety, Western Circle, 2 nd Floor, Churchgate Station Building Annexe, M.K. Road, Bombay - 400 020 with reference to his letter No. 221/309 dated 3-6-88.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Location	Name of structures which infringes.	Chapter & Item of Schedule	Prescribed Dimension	Existing actual Dimension	Amount of infringement.
1.	Km.596/21 Panch Pilia Station on Godhra-Ratlam sec. of Ratlam Div.	Existing Up loop line (take off from Up main line on steeper grade of 1 in 200.	Chapter-II Item 2(b)	1 in 400	1 in 200	1 in 200 against 1 in 400.

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

No. 87/WDO/SD/8 New Delhi, dt. 4-7-88.

The General Manager,
South Central Railway,
Secunderabad - 500 371.

Sub: Doubling of track between Telapur and Gullagudd yard arrangements at Nagalapalli - Request for condonation of infringing gradient in the station yard.

With reference to your two letters No. W.Con.182/C/157/Vol.III dated 24-4-87 and 9/11-11-87 respectively sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the grade infringement to item 2 Chapter-II of BG Metric Schedule of Dimensions(1973) between Km. 150/8 and Km.150/13 at Nagalapalli station yard, involved in the above mentioned work as indicated in Annexure-I on the below. Annexure-I is based on Form-XI and Drg. No. CE(C)/TR-121/87 accompanying your letter referred to above.

The sanction is subject to the condition that 1 in 400 grade will be retained in the stabling portion of the yard as it is and the approach points and crossings in the infringing grade of 1 in 150 shall be laid at Wadi end as per Drg. quoted above and station working rules will be suitably modified to ensure that whenever shunting is performed on Secunderabad side, engine will be facing Secunderabad to prevent escaping of loose vehicles.

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

No. 87/WDO/SD/8 New Delhi, dt. 4-7-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow, with reference to his letter No. RS.18-T(1)/84 dt.2-6-87 and 21-12-87.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore, with reference to his letter No. 319 dt.5-5-87 and No. 1765 dt. 11-11-87.

(Arimardan Singh)
for Secretary, Railway Board.

ANNEXURE-I

Sr. No.	Location	Name of structure which infringes.	Chapter &/Prescribed Item of Schedule	Dimension-	Existing actual dimension :	Amount of infringement.
1.	Nagalapalli stn. yard on SC-Wadi sec.	Grade in yard between km.150/8 to Km.150/13.	Chapter-II item - 2	1 in 400	1 in 150	1 in 150 against 1 in 400.

(151)

No.88/CRDO/ RO/1. 4-7-1988

To

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

Sir,

Sub:- Procedural changes regarding the items examined by the Commissioners of Railway Safety.

Ref:- Your office letter No.RS.13-T(2)/88 dated 20/6/88.

Please refer to your above quoted letter and arrange to send a photo copy of Chief Engineer, Southern Railway's letter No.W.561/3/Vol.IV dated 13.6.88 for reference and use in this office.

yours faithfully,

(Arjunardan Singh)
for Secretary Railway Board.

RO/1.

Sir,

Sri

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

No. 87/WD/SR/20 New Delhi, dt. 4-7-88.

The General Manager,
Western Railway,
Bombay.

Sub: Running of 'BCN' wagons on various Broad Gauge section of Western Railway.

With reference to your application No. W.636/15/12 (W3) dt.29-9-87, sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways accord the ex-post facto sanction for the running of 'BCN' wagons 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 on the following BG sections at a maximum speed shown against each section :-

Sr. No.	Section	Proposed maximum permissible speed in kmph
1.	Vasai Road - Bulsar - Surat	65
2.	Surat - Baroda - Godhra	65
3.	Godhra - Ratlam - Nagda	65
4.	Nagda - Kota - Mathura	65
5.	Kota-Bina	
	(a) Kota - Baran	40
	(b) Baran - Ruthiya	55
6.	Nagda - Ujjain - Bhopal	50/65(50 with double headed operation 65 with single headed operation)
7.	Anand - Godhra	
	(a) Anand - Od	50
	(b) Od - Godhra	65
8.	Vadodara - Anand - Sabarmati - Viramgam	65
9.	Viramgam - Hapa	50
10.	Udhna - Jalgaon	65
11.	Chandlodiya - Gandhinagar	65
12.	Hapa - Okha	65
13.	Kanalus - Porbandar	65
14.	Kanalus - Sika	50
15.	Viramgam - Gandhidham	50

The sanction is subject to the observance of all permanent and temporary speed 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. 15 of 1987 and all other certificate accompanying your application referred to above.

P.T.O.

The BCN wagon infringes item No. 13(b) Chapter-IV 'A' and the profile for maximum moving dimensions of 1676 mm 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)
Director Civil Engineering (G),
Railway Board.

No.87/RDO/SR/20 New Delhi,dt. -7-88.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, N.E. Railway Officer Compound, Ashok Marg, Lucknow, with reference to his endorsement No. RS.17-T(1)/82 Vol. VI dated 25-3-88.
2. The Commissioner of Railway Safety, Western Circle, Bombay, with reference to his letter No. 12-5/255/127 dated 8/4-3-88.
3. The Director Standard (Wagon), R.D.S.O., Lucknow for information and necessary action. The Ministry of Railways desire that the following Technical pamphlets may be issued to all Railways at an early date to enable them to improve the operation of 'BCN' wagons on Indian Railways.

   i) Technical pamphalet showing the uniform procedure for inspection and maintenance of 'BCN' wagons.

   ii) Technical pamphalet showing the standard instructions to be followed by the Railways in respect of 'enroute' NDT examination of 'BCN' wagons.

   iii) Maintenance manual for the modified cast steel casnub-22W(M) bogies.

   iv) Maintenance manual for up keep of the rigging for twin-pipe air brake system.

(Arimardan Singh)
for Secretary, Railway Board.

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

WIRELESS/TELEGRAM
04-07-88.

CHIEF BRIDGE ENGINEERS,
ALL INDIAN RAILWAYS.

NO. (.) FURNISH THE TOTAL NO. OF BRIDGES AND TUNNELS OBTAINING ON YOUR RAILWAY AS ON 31-03-88 BY RETURN WIRE (.) THE NUMBER OF BRIDGES UNDER VARIOUS TYPES VIZ. THROUGH, DECK, UNDER SLUNG, ARCH, CABLE STAYED, SUSPENSION AND OTHERS BE INDICATED SEPERATELY (.) TOTAL LENGTH OF BRIDGES (IN KMS), TOTAL LENGTH OF TUNNELS (IN KMS), MAXIMUM SPAN FOR BRIDGES (IN METRES) AND LARGEST LENGTH OF TUNNEL (IN KMS) MAY ALSO BE FURNISHED (.) INFORMATION REQUIRED BY CRB (.) ENSILN (.)

MEHROTRA
RAILWAYS

NO. New Delhi, dt.04-07-88.

Copy By post in confirmation.

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