GUARD FILE 1989 Pt. II

(1)

As a result of the deputation of Shri.Kumar Hari Dass, LDC, CEDO Branch as Auditor on Northern Railway, the post of LDC is lying vacant in CEDO Branch since 30-9-88.

All personal and written efforts to get the post filled up have ended in vain. Secretary is therfore requested to issue necessary orders to fill up the post immediately as the issue of sanctions to the railways for running ofnew rolling stock and condonation of infringements to structures for electrification work is pending due to non-availability of an LDC well conversant with typewriting.

4/12/88

(Ashok Kumar)
Executive Director Civil Engineering(G),

Secretary.

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

(2)

No.89/CEDO/SR/16 New Delhi dated 5.7.89

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

Sub: Sanction for running of 20.32t axle load BG Bogie Ammonia Tank Wagon type "BTALM" over various BG sections on Central Railway in empty and loaded condition.

.....

With reference to your application No.T.607/M-4/WY/BR dated 22.5.1989 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 ammonia tank wagon type "BTALM" to RDSO's drg. No.WD-88035-S-01 (alt.2) fitted with UIC type bogie and vaccum brakes having a maximum axle load of 20.32t on the following B.G. sections as mentioned in your Railway's Joint Safety Safety Certificate both in empty and loaded condition at a maximum permissible speed shown against each.

S.No.	Sections (UP & Dn)	Maximum speed permitted (in Kmph)
1.	Bombay (Wadi-Bunder)-Kalyan-Kasara-Igatpuri-Bhusawal	65
	-Itarsi-Bhopal-Bina-Jhansi-Agra Cantt-Mathura-Tughlakabad.	65
2.	Kalyan-Karjat-Lonavala-Pune-Daund-Kurduwadi-Solapur-Wadi.	65
3.	Bhusawal-Badnera-Wardha.	65
4.	Itarsi-Jabalpur-Katni/New Katni Junction-Satna-Manikpur-	
	- Naini	65
5.	Itarsi-Amla-Nagpur-Wardha-Balharshah.	30
6. (A)	Kurla-Trombay	65
(B)	Kurla-Mankhurd	65
(C)	Kurla-Wadala Road	45
(D)	Wadala Road-Mahim Chord	65
7.	Diva-Vasai Road.	65
8.	Diva-Panvel-Apta-Pen	50
(b)	Pen-Thal-Vaibet/Nagothane-Roha Road	50
(C)	Panvel-Uran	30
9.	Karjat-Khopali	65
10.	Manmad-Daund	45
11.	Chalisgaon-Dhule	65
12.	Jalamb-Khangaon	65
13.	Badnera-Amravati	50
14.	Tadali-Chugus	50
15.	Majri-Rajur	50
16.	Ruttibori-Umrer	65
17. (A)	Amla-Junnordeo	55
(B)	Junnordeo-Parasia	65
18.	Katni-Singrauli	65
19.	Bina-Katni	60
20.	Bina-Guna-Ruthriyari-Maksi	65
21.	Jhansi-Manikpur	65
22.	Jhansi-Juhi (Kanpur)	65
23.	Bhimsen-Khairar	30
24.	Ait-Kunch	65
25.	Agra Cantt-Idgah(up to Central Rly. Boundary	45
26.	Raja ki mandi-Belanganj Tunnel-Agra City	65
27.	Agra City-Jamuna Bridge (up to Central Rly Boundary)	

(3)

sanction is subject to observance of all permanent and speed restrictions in force and/or those that may be imposed to time. The sanction is furthur subject to observance of Conditions/Stipulations laid down in your Railway's Joint tificate No.W.17/89 BG., RDSO's provisional speed certificate BTAL dated 17.2.1989 and all other certificates accompanying cation referred to above.

design of above B.G. Bogie Amonia Tank Wagon type 'BTALM' the maximum moving Dimensions of 1929 as shown in diagram others of B.G. Schedule of Dimensions (1973) have however en condoned under Board's letter No. 88/CSDO/SR/26 dated

(ASHOK KUMAR)
Dye. Director Civil Engg.(G)
Railway Board.

O/SR/16 New Delhi dated 5.7.1989.

rded to:

Chief Commissioner of Railway Safety, Ashok Marg, Lucknow reference to his endorsement No.RS.17-T(1)/82 dt. 5.6.89.

Commissioner of Railway Safety, Central Circle, 2nd floor, chgate Station building Annexe, Maharshi Karve Road, Bombay 020 with reference to his letter No.241 dated 26.5.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(4)

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

No. 89/CEDO/SR/9 New Delhi dated 5.7.89

The Director General(Track)
R.D.S.O.,
Lucknow-226011

Sub: Condonation of infringements of WAG2 locomotive with pantograph in locked down condition.

.....

Please refer to this office letter of even number dated 7.6.89 (Copy enclosed for ready reference) and expedite reply as issue of ~~sanction~~ sanctions to the railways is held up for want of reply from your end.

The original reference letter quoted above issued from this office shows the letter reference as 88/CEDO/SR/9 dated 7.6.89 which may please be corrected to read as 89/CEDO/SR/9 dated 7.6.89 as per the ~~photo~~ copy enclosed.

DA: As above

(D.N. MACHIWAL)
for Exe. Director Civil Engg(G)
(Railway Board)

(5)

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 7-7-89

No. 89/CEDO/SR/4.

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

Sub:- Running of 140t B.G.Diesel Hydraulic Breakdown crane supplied by M/s.Jessop & Co., Calcutta.

Ref:- Speed Certificate No.SL/CR/SPS/140t/Jessop dated 9/12-9-1988.

Para 2.2.1 (b) from the above certificate is reproduced below:-

	Condition applicable for the permissible speed on Bridges to BGML/RBG Standard.	Maximum Permissible Speed.
(b)	"Driven by own power with or without load."	Prohibited.

Mechanical Directorate while considering the issue of sanction for running of these cranes on the railways have raised an objection that this condition is not desirable as in the case of accident/derailment, it may become necessary to drive the crane on its own power on the bridge to BGML/RBG standards. It is therefore desired that the circumstances for imposition of this condition may please be advised and it may be examined As to why it is not possible to permit movement of crane driven on its own power on the Bridge?

Is it from stress point of view on the bridge ? There may be occasion to permit movement of crane driven on its own power on the bridge during emergency.

(Ashok Kumar)
Executive Director Civil Engineering(C),
Railway Board.

(6)

No.88/CEDO/SD/1 7-7-89.

The Chief Project Manager,
Railway Electrification,
2nd floor, Extension, Kingsway,
Nagpur-400 001.

Sub: Electrification of Itarsi-Nagpur-Wardha Section - Administrative sanction for deviation from Schedule of Dimension BG 1973 Correction Slip No.AC-11 regarding infringement of platform shelter at Nagpur Station on Central Railway.

Ref: Your application No.CPM/N/EN/W/17/5/II dt.5-5-89.

.....

The existing horizontal distance of platform shelters from centre line of track on platform No.2 and 3 at Nagpur Station is proposed to be increased to 1.61 metres as per your application referred to above but the same is shown as 1600 mm as per Drawing No.SK/CPM/RE/NGP/MR/03-89 enclosed with above application. This discrepancy may be reconciled.

Necessary action may please be taken to modify the platform shelters on platform No.2 and 3 at Nagpur Station, so as to achieve a minimum height of 4610 mm above rail level at a minimum horizontal distance of 1600 mm from centre line of track. It is considered necessary to achieve the above clearances so as to permit running of EMU and other 3660 mm wide stock in future.

(Ashok Kumar)
Executive Director Civil Engg.(G)
Railway Board.

(7)

M. Issue fair.
1/7/90

No.90/CE(G)/22/10. 9-7-1990.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Running of B.G. Eagle Lighted Petroleum Gas Tank Wagon type 'ENGL'

Ref: Your letter No.W/340/XX/22/ENGL/6-4A dated 22.5.1990.

xxxxxxxxxxx

While going through your above quoted letter it is seen from the statements of Form-XI enclosed with your above quoted letter that these statements are not at all readable and it is not possible to make out any head or tail out of it.

The Ministry of Railways therefore desire that a neat and clear copy of Form-XI may please be sent to this office immediately. The infringing locations in respect of which condonation has not so far been obtained from the Board may please be clearly spelt out in your reply and a separate application be moved to Secretary (Civil Engineering) Railway Board New Delhi through CE(G)/CCRB for condonation of such infringements.

DESPATCHED 9/7

(S.N. SINGLA)
Executive Director Civil Engineering(G),
Railway Board.

O/C

(8)

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.89/CEDG/SR/17 New Delhi, the 10-7-89.

My dear

Sub: Details of rail sections on the routes identified for running of BOBR wagons.

.....

The Board are examining the feasibility of running BOBR Bottom Discharge Hopper Wagons (3500 mm wide) for movement of coal to power houses fitted with short wheel diameter of 920 mm (new)/840 mm(worn) on certain identified routes, details of which are shown in the enclosed Annexure. Kindly furnish the details of existing rail sections on these routes and also the details of track laid with 90 UTS rails. It may be mentioned that the smaller diameter wheels induce higher hertzian (contact stress) and therefore it will be necessary to progressively lay 90 UTS rails on the routes where small diameter wheel wagons will be operating.

/latest by 28-7-89.

With best wishes,

Yours sincerely,

(Ashok Kumar)

1. Shri S.S. Kapoor, CTE/Eastern Rly/Calcutta.
2. Shri M.P. Budhiraja, CTE/Northern Rly./N.Delhi.
3. Shri S.H. Babu, CTE/SCR/Secunderabad.
4. Shri S.S. Kunwar/CTE/SER/Calcutta.

PROFORMA

RAILWAY

S.No.	ROUTES IDENTIFIED.	RAILWAYS COVERED	SECTION FALLING IN THE JURISDICTION OF THIS RAILWAY	TOTAL TRACK Kms. ON THE ROUTE FALLING IN THE JURISDITION OF THE RAILWAY	DETAILS OF RAIL SECTION IN Kms. OUT OF TOTAL TRACK Kms. ON THE ROUTE AS SHOWN IN COL. 5.						REMARKS.
					72 UTS RAILS LAID IN KMS.			90 UTS RAILS LAID IN KMS.			
					90R	52 kgs.	60 kgs.	90R	52 kgs.	60 kgs.	
1.	2.	3.	4.	5.	6.						7.
1.	OBRA - KARAILA ROAD - BINA (KRISHNA SHILLA)	E.R.	Whole route Northern Railway.								
2.	OBRA - KARAILA ROAD - SINGRAULI - GORBI.	E.R.	WHOLE route Eastern Railway.								
3.	UNCHAHAR - PHAPHAMAU - ALLAHABAD -MUGHALSARAI	N.R.	Whole route Northern Railway.								
4.	UNCHAHAR - PHAPHAMAU - VARANASI -MUGHALSARAI - SON NAGAR - GARWA ROAD - PATRATU.	N.R., E.R.	N.R. UNCHAHAR-PHAPHAMAU-VARANASI - MUGHALSARAI E.R. MUGHALSARAI-SON NAGAR-GARWA ROAD-PATRATU.								
5.	UNCHAHAR-PHAPHAMAU-ALLAHABAD-MUGHALSARAI-SON NAGAR - GARWA ROAD - PATRATU.	N.R., E.R.	N.R. UNCHAHAR - PHAPHAMAU - ALLAHABAD - MUGHALSARAI. E.R. MUGHALSARAI - SON NAGAR - GARWA ROAD - PATRATU.								
6.	VIJAYAWADA - DORNAKAL -MANUGURU.	S.C.	Whole route S.C.Rly.								

(10)

No.88/CEDO/SD/21. 11-7-89.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Infringement of Gradient in Station yard of Barwadih station on C.I.C.Section under Dhanbad Division of Eastern Railway.

Ref:- Your office letter No.CE/Con./W/193/Pt.III dated 25-8-88 & 20.3.89.

The concluding line of para 3.3 of your above quoted letter reads as under:-

"No shunting on Down Main Line will be permitted in this region."

The kilometrage implied in the use of the word "region" may clearly be specified and the safeguards proposed to be taken/already taken to prevent accidents on account of the steep gradients in the yard may please be advised immediately to enable this office to consider the issue of sanction for condonation of grade infringements.

(Ashok Kumar)
Executive Director Civil Engineering(G),
Railway Board.

(11)

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

No.89/CEDO/ORI/7. New Delhi, Dated /2-7-1989.

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

Sir,

Sub:- Opening of the new Up line between Garwa Road and Sigrigi stations on Son Nagar - Garwa Road Section of Mughalsarai Division of Eastern Railway for the Public Carriage of Passengers.

*****

With reference to your Endorsement No. RS.10-T(3)/89 dated 23rd June,89, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above line for the public carriage of passengers as per his letter No.149/16/A/I/Q/89 dated 16-5-89.

yours faithfully,

(Ashok Kumar)
For Secretary Railway Board.

No. 89/CEDO/ORI/7. New Delhi, Dated 12-7-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, Calcutta with reference to his letter No.149/16/A/I/Q/89 dated 16.5.89

2) The General Manager, Eastern Railway, Calcutta. Suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two Ferro copies of the each of the Index Plan and Section of the above line may please be sent to this office.

The Receipt of this letter may please be acknowledged.

(Ashok Kumar)
For Secretary Railway Board.

(12)

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

No.89/CEDO/ORI/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 12-7-89.

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

Sir,

Sub:- Commissioning of 25 kV single phase AC (50 cycles) Electric Traction on Bellampalli (exclusive) - Sirpur Khaganagar (inclusive) Broad Gauge Double line section of Secunderabad Division of South Central Railway for passenger traffic.

*****

With reference to your Endorsement No. RS.8-T(1)/89 dated 23rd June, 1989 I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the commissioning of 25 kV 50 cycles AC single phase electric traction on the above section for the public carriage of passengers as per his letter No.10/SC/3 dated 9.6.89.

yours faithfully,

(Ashok Kumar) 10/7/89
for Secretary Railway Board.

No. 89/CEDO/ORI/5. 12-7-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500371 with reference to his letter No. 10/SC/3 dated 9.6.89.

2) The General Manager, South Central Railway, Secunderabad. 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 Railway Board in an interleaved copy. It is desired that the date of Commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

The Receipt of this letter may please be acknowledged.

12/7
(Ashok Kumar)
for Secretary Railway Board.

5 NO 5 (13)

ASHOK KUMAR
EXECUTIVE DIRECTOR
CIVIL ENGINEERING.(G)

D.O.No. 88/CHDO/SD/21. Q New Delhi, Dated 13-7-1989.

My dear Sharma,

Sub:- Infringement of gradient in station yard of Barwadih station on C.I.C. Section under Dhanbad Division of Eastern Railway.

Ref:- Your letter No.CE/CON/N/193 Pt.III dated 25-8-88.

Please refer to my telephonic conversation with you on 12.7.89 regarding the kilometrage on 1 in 200 gradient for which you required condonation of infringement. During the telecom., you had given an impression that the condonation required is as under:-

1. Condonation of 1 in 200 gradient on DN. receiving yard. — from 559.986 km to 560.108 kms.

2. Condonation of 1 in 200 gradient on DN. Main line. — from 559.260 kms. to 560.558 kms.

Since in your office letter dated 20-3-89 condonation is asked for only from 559.986 to 560.108 kms. on DN. receiving yard it is necessary that you send a revised Form-XI through CRS/CCRS to consider the issue for condonation of infringements.

L with an advance copy to this office

In this connection attention is also invited to Ministry of Railways letter of even number dated 11.7.89 wherein details regarding safeguards proposed for preventing accidents were asked.

With best wishes,

Yours faithfully,

14/7/89

Shri.J.M.Sharma,
Chief Engineer (Survey & Const.),
Eastern Railway,
Calcutta.

(14)

No.87//CEDO/SD/5

11/7/89

No. 87/CEDO/SD/5.

11-7-89.

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

Sub: Width of platforms and FOBs.

.....

Ministry of Railways vide their letter of even number dated 7-6-89 had set up a Committee to go into the whole aspect of provision of platform and FOB widths. The Committee included Shri S.R.Shah, CCS(C), Northern Railway, who has since been transferred. In his place the Board have nominated the next incumbent CCS(C) by designation.

10/7/89
(Ashok Kumar)
Executive Director Civil Engg.(C)
Railway Board

Copy for information to:-

(1) CCS(C), Northern Railway, Baroda House, New Delhi.

(2) The C.P.D.E., Northern Railway Baroda House, New Delhi.

c/c.

(15)

Ashok Kumar,
Executive Director
Civil Engineering(G).

Soone Roy
13/7/89

DO No.87/CEDO/SD/5 New Delhi, the 13-7-89.

My dear Monga/Chaturvedi,

I am enclosing herewith a copy of Record Note of Discussions of Committee's meeting held on 10-7-89 for information and necessary action.

With best wishes,

Yours sincerely,

13/7/89

Encl: As above. (Ashok Kumar)

in favour with ed. 13/7

Shri L.C. Monga,
CPDE/Northern Rly.,
Baroda House,
NEW DELHI.

Shri S.D. Chaturvedi,
CCS(G)/Northern Rly.,
Baroda House,
New Delhi.



Record Note of discussions of the deliberations of Committee's meeting held on 10.7.89 regarding platform width in CPDE's room, Northern Railway.

All the 4 Members of the Committee, as follows, were prsent:-

1. Shri L.C. Monga,
   CPDE, Northern Railway.
2. Shri S.D. Chaturvedi,
   CCS(G), Northern Railway. (Mr.Chaturvedi attended the meeting in place of Sh.S.R.Shah, who has since been transferred).
3. Shri Ashok Kumar,
   EDCE(G), Railway Board.
4. Prof. N. Ranganathan,
   Head, Deptt. of Transport Planning,
   School of Planning & Architecture.

1. CPDE/Northern Railway mentioned that studies in respect of platform No.4 and 5 on New Delhi Station indicated that there are about 1132 passengers in 5 minutes slot making use of the staircase of FOBs. It was also stated by him that limited studies regarding collection of data pertaining to plying of trolley indicated following position:-

1. Parcel Trolleys (2.5 m x 2 m)	:	5 Nos.
2. Small Vending Trolleys: (1.5 m x 2 m)		8 Nos.
3. Water Trolleys (1.2 m x 1 m)	:	3 Nos.
4. Vending Small Trolleys, (1 m x 0.5 m)	:	3 Nos.
5. Bigger Parcel Trolleys, (1.7 m x 1.25 m)	:	11 Nos.
6. RMS Trolleys	:	2-3 Nos.

It was decided that commercial staff should also be associated in undertaking the studies/census regarding trolleys plying on the platforms as in the above study the number of RMS Trolleys on the platforms appear to be on the lower side.

2. The general censensus was that the following standards should be adopted for the various parametres listed below:-

	Small	Medium	Large
		(In metres)	
Platform width	10	14	17
Width of FOBs/ Sub-ways	4	5	6

---2/-

Staircase/ Ramp of FOB/ sub-way.	3	3	4

The width of staircase adjoining exit points should be indentical to that of walkaway of FOB.

3. No. of FOBs/Sub-ways:

Special Class Station (Comprising of stations of Metropolitan cities)	:	3 Nos.
Important stations	:	2 Nos.
Medium station	:	1 No.

4. Provision of kiosks/vending stalls:

4.1 The existing area of kiosks on platform No. 4 and 5 at New Delhi Station is about 10% of the total area of platform. It was decided that their provision should be restricted to 5% of the total area of platforms and also the distance apart should not be less than 30 metres. Their width should be kept to the barest minimum and the general size to be adopted should be 2 metres width 3 metres length.

4.2 CCS(G)/Northern Railway mentioned that NID, Ahmedabad should be contacted to evolve optimum design for kiosks so as to functionally merge with the enviros of platform & he will make a reference to NID in this aspect.

4.3 CCS(G) mentioned that at Ahmedabad the parcels are cleared with conveyor belts and in case this system is found working satisfactorily, its adoption may be considered at other stations. It was decided that this Committee should visit Ahmedabad Station to see its working and suitability for adoption elsewhere

5. Prof. N. Ranganathan of School of Planning & Architecture mentioned that in view of spiralling cost of land specially in Metropolitan cities and other big cities, the concept of multi-level station should be introduced on the lines of Airport.

6. The Committee felt that it should visit Ahmedabad, Surat and Bombay stations to see the existing facilities available on the platforms and their efficacy. Tentatively it was decided that the Committee would visit these places on 28th and 29th July/89. Prof. Ranganathan mentioned that he has been associated with the Railways (with MTP Project at Delhi) and he has been permitted air travel. On similar lines the case will be processed for air travel/free pass for rail journey to him.

(18)

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

...

No. 88/CEDO/SD/1. New Delhi, dt. 13.7.1989

The Chief Signal & Telecom Engineer(P),
Railway Electrification,
2nd Floor, Extension, Kingsway,
Nagpur-440001.

Sub:-Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at stations on Shegaon(incl.)-Akola(incl.) section of Central Railway.

...

With reference to your application No. CPM/N/ST/SIG/11 dated 2nd June, 89 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements at stations on Shegaon(incl.)-Akola(incl.) Section caused by seven signal structures to item (13(ii)(c)Chapter-I of of B.G. Metric Schedule of Dimensions (1973) having actual horizontal clearances from centre line of Primary and Secondary track to signal structures varying from 2210 mm to 2350 mm as shown in Form-XI accompanying your application referred to above.

The sanction is applicable only to condonation of infringements to clearance so far as signal structures for running of 3660 mm (12'-0") wide stock are concerned. A seperate sanction from the Competent Authority will however be necessary before introducing 3660 mm(12'-0") wide stock as per extant rules.

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

No. 88/CEDO/SD/1 New Delhi, dated 13 .7.89

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 dated 22.6.89.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400020 with reference to his letter No. 262 dated 12.6.89.

(Ashok Kumar)
for Secretary, Railway Board.

(19)

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

रेल भवन, नई दिल्ली-110001, तिथि ·19
Rail Bhavan, New Delhi-110001, dated 17-7-89.

No. 88/CEDO/ORI/15.

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

Sir,

Sub:- Doubling of track between Gooty and Nandalur section in the Renigunta-Wadi route in South Central Railway.

With reference to your Endorsement No.RS.10-T(2)/89 dated 23rd June,89 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 5.5.89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.88/CEDO/ORI/15. New Delhi, Dated 17-7-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.6/SC/20 dated 5-5-1989.
2) The General Manager, South Central Railway, Secunderabad. Suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy of the Index Plan and Section for the above section may please be sent to this office.

(Ashok Kumar)
for Secretary Railway Board.

In terms of note dated 28.4.89 it was suggested that Shri Chellu Ram, working in Computer Programming Section, should be promoted as Head Draftsman against the vacancy of Head Draftsman, CEDO Branch consequent on superannuation of Shri Harbans Singh, Head Draftsman, CEDO Branch, a few months back. It is understood that Shri Chellu Ram has been promoted as Head Draftsman w.e.f. 2%-4-89.

Shri R. Narayanan is presently working as Draftsman 'A' in the CEDO Branch and is also empanelled for Sr. Draftsman. He may be promoted as Sr.Draftsman in the resultant vacancy. After his promotion, there will be a vacancy in the Jr. Draftsman grade against which a suitable person may be posted.

Necessary posting orders may be issued immediately as the work of the Branch is suffering due to non-posting of Draftsman.

ADE(Civil)
17-7-89

EDCR(C)

US(A)

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

(21)

No.88/CEDO/SR/21 New Delhi dated, 19.7.1989.

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

Sub: Running of plasser (India)'s points and crossing tamping machine PLM-07-275 S on Northern Railway.

.....

With reference to your application No.519-W/512 dated 2.5.1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of plasser (India)'s points and crossings tamping machine PLM-07-275-S as per schematic diagram to drawing No. EDO/L-2131 with a maximum axle load of 15.5t on the following B.G. sections as mentioned in your Joint Safety at a maximum speed shown against each section.

S.No.	Sections		Maximum speed either running on its own power or in train formation (Kmph)
1.	Ghaziabad	-Mughalsarai	40
2.	Hathras	-Hathras Qillah	30
3.	Shikohabad	-Farrukhabad	30
4.	Tundla	-Chhalesar	40
5.	Chunar	-Chopan	40
6.	Aligarh	-Harduaganj	35
7.	Barhan	-Etah	25
8.	Delhi	-Subzimandi	35
9.	New Delhi	-Subzimandi	35
10.	New Delhi	-Delhi Kishanganj	35
11.	Delhi Kishanganj	-Bathinda	35
12.	Delhi	-Delhi kishanganj	35
13.	Delhi	-New Delhi	35
14.	New Delhi	-Tughlakabad	40
15	New Delhi	-Sahibabad	40
16.	Delhi	-Ghaziabad	35
17.	Ghaziabad	-Saharanpur	40
18.	Delhi Subzimandi	-Ambala Cantt.	40
19.	Hazrat Nizamuddin	-Dayabasti	35
20.	Okhla-Lajpat Nagar(Alignment No.I)		35
21.	Dayabasti- Naya Azadpur (Alignment NO.IV)		40
22.	Patel Nagar-Shakurbasti (Alignment No.III)		35
23.	Narwana	-Kurukshtra	35
24.	Jind	-Panipat	40
25.	Rohtak	-Panipat	35
26.	Rohtak	-Bhiwani	30
27.	Tapri	-Khanalampura	25
28.	Delhi Shahdara	-Tapri	30
29.	Saharanpur	-Ludhiana	40
30.	Saharanpur	-Hindon Cabin	40
31.	Sirhind	-Nangaldam	30
32.	Hindon Cabin	-Khanalampur	25
33.	Ambala	-Chandigarh	30
34.	Chandigarh	-Kalka	30
35.	Rajpura	-Bathinda	40
36.	Mughalsarai-Partapgarh-Lucknow		35
37.	Varanasi-Faizabad-Lucknow		35
38.	Lucknow-Unnao-Kanpur Central		40
39.	Jhanghai	-Zafarabad	30
40.	Phaphamau	-Unchahar	40
41.	Unchahar	-Unnao	30
42.	Janghai	-Phaphamau	40
43.	Allahabad	-Phaphamau	40
44.	Phaphamau	-Partapgarh	35

-/2

S. No.	Sections		Maximum speed either running onits own power or in train formation (Kmph)
45.	Dalmau	-Daryapur	30
46.	Akbarpur	-Tanda	25
47.	Unchahar	-Raebareli	30
48.	Utratia	-Sultanpur-Zafarabad	35
49.	Lucknow	-Saharanpur	30
50.	Laksar	-Haridawar	40
51.	Haridwar	-Dehradun	40
52.	Raiwala	-Rishikesh	30
53.	Najibabad	-Kotdwara	30
54.	Muzzampur Narain	-Gajraula	30
55.	Hapur	-Meerut City	40
56.	Khurja	-Hapur	40
57.	Raja ka Sahaspur	-Sambhal-Hatim Sarai	30
58.	Moradabad	-Ghaziabad	30
59.	Moradabad	-Chandausi	40
60.	Bareilly	-Chandausi	30
61.	Chansausi	-Harduaganj	40
62.	Chanehti	-Junction Point	35
63.	Rosa	-Sitapur City	25
64.	Balamau	-Sitapur City	30
65.	Unnao	-Balamau	30
66.	Sitapur Cantt	-Sitapur City	25
67.	Jaijon Doaba	-Nawashahr Doaba	30
68.	Nawashahr Doaba	-Rahon	30
69.	Phagwara	-Nawashahr Doaba	30
70.	Jalandhar Cantt.	-Hoshiarpur	30
71.	Jalandhar City	-Lohain Khas-Firozpur	30
72.	Jalandhar City	-Nakodar	30
73.	Firozpur City	-Fazilka	30
74.	Lohian Khas	-Phillaur	30
75.	Firozpur	-Mullanpur	40
76.	Mullanpur	-Ludhiana	40
77.	Ludhiana	-Jakhal	40
78.	Bathinda	-Firozpur	30
79.	Ludhiana	-Jalandhar City	40
80.	Jalandhar City	-Pathankot	30
81.	Pathankot	-Bharoli	30
82.	Bharoli	-Jammu Tawi	35
83.	Jalandhar City	-Amritsar	30
84.	Amritsar	-Bharoli	30
85.	Amritsar	-Atari	30
86.	Verka	-Derababa Nanak	30
87.	Batala	-Quadian	30
88.	Amritsar	-Khemkaran	30
89.	Jakhal	-Hisar	35
90.	Bathinda	-Sriganga Nagar	30
91.	Jalandhar Cantt	-Suchipind	40
92.	Chakki Bank	-Pharali	40

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety certificate No. SLC/BG/9/89 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringements to item No.2(ii), 15, 19(a), 20(a) and 21(a) of Chapter XV (A) of B.G. Schedule of dimensions (1973) involved in the running of Plasser (India)'s point and crossings tamping machine as detailed in Form-XI accompanying your application referred to above.

(ASHOK KUMAR)
Exe. Director Civil Engg.(C)
(Railway Board)

No.88/C&DO/SR/21 New Delhi dated 19.7.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(4)/82 dt.5.6.89.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj Lucknow with reference to his letter No.13/1339/Tamping machine/07-275 dated 15.5.1989.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(24)

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.89/CEDO/SD/8 New Delhi, the 19-7-89.

Dear Shri Bhima Rao,

Sub: Condonation for retention of 1 in 150 gradient in yard limits between Kottapalem and Gopalapatnam Cabins.

.....

Kindly refer to your applications ~~dated~~ No.CE/S&C/WAT/D/VSP/KAPM-GPT/3069 dated 21-4-88 and No.CE/S&C//WAT/D/VSP/GPT-JAPM/1384 dated 30-9-88 sent through CCRS/Lucknow asking for Board's condonation for grade infringements of 1 in 150 in new Gopalapatnam Station Yard. On scrutiny of the Yard Plan enclosed with the above letter, it is seen that following infring-
1 in 150 ing grades of/are not covered in Form XI accompanying your application regarding condonation of infringements:-

(1) From CH: 1372.92 to CH: 1102.32 on the down line of Madras-Waltair Section.

(2) From CH: 877 to 898 on the up line and from CH: 466 to 522 on the down main line on Howrah-Waltair route.
(In the Yard Diagram No.Dy.CE(C)/VSP/WAT/SY/07/1985, the rising grade of 1 in 150 has been shown from CH: 466 towards Howrah end. However, the Chainage upto which this grade is continuing has not been indicated.).

Kindly furnish the clarifications on the above points urgently so as to enable me to process the case further.

With best wishes,

Yours sincerely,

(Ashok Kumar)

Shri A. Bhima Rao,
CAO(Construction),
South Eastern Railway,
Waltair.

(25)

No.84/WDO/SN/8. 19/7/89.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad - 211 001.

Sub:- Vijayawada - Balharshah Railway Electrification -
Removal infringements due to foot-over-bridges.

Ref:- Your office letter No.RE/Engg./W-1/27 dated 27.2.89.

Please refer to your office letter quoted above. The sanction for infringements for the above mentioned subject has already been conveyed vide this office letter of even number dated 14-12-1988. However, a copy of the sanctioned letter is enclosed for your information.

The receipt of this letter may please be acknowledged.

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

(26)

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

No.88/CEDO/SR/23 New Delhi dated 21.7.89

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

Sub: Running of 6-axle special flat wagon with 20.3t Max. axle load over BG Sections of Western Railway.

.....

With reference to your application No.W.636/15/83 dated 6.9.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 6-axle bogie flat wagon to RDSO drawing No. WD-82053-S-02 (Alt.3) in empty condition only at a maximum speed of 65kmph on the following B.G. sections of your Railway:-

S.No.	Sections		
1.	Bombay Central	-	Mathura
2.	Udhna	-	Jalgaon
3.	Nagda	-	Bhopal
4.	Kota	-	Ruthiyai

The sanction is subject to observance of all permanent speed restrictions as notified in the current working time table of your Railway and other temporary speed restrictions in force and/or those that may be imposed from time to time. It is furthur subject to observance of all conditions/stipulations laid down in your Joint Safety Certificate No. 14 of 1989, RDSO's speed certificate No.MW/CS/BARC/CASK dated 4.1.88, 3.6.88, 21/23.9.88, 15.2.89 and special instructions framed by your Railway for movement of special train carrying 6-axle special wagon except for the instruction contained below item iii) of para-4 at page -2 to allow running of trains on the adjoining lines without stopping even in case of any accident posing a radiation hazard. In case of accident, the train on the adjoining track should be stopped at a safe distance from the accident site and should be allowed to run only when it has been ensured by the Railway Administration from the emergency room of the department of Atomic Energy that no radiation hazard exists in the zone of adjacent track. As the cage of the consignment in loaded condition infringes the standard maximum moving diamensions of (1929), the wagon in loaded condition shall move as an ODC and a 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 Max. moving dimension or any other clause of the B.G. Schedule.

(ASHOK KUMAR)
Dy. Director Civil Engg. (G)
Railway Board.

(27)

No. 88/CEDO/SR/23 New Delhi dated 21.7.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 dt.5.6.89.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor Churchgate station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/262/157 dt. 23.5.89.

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

(ASHOK KUMAR)
for Secratary Railway Board.

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

No.89/CEDO/SR/19 New Delhi dated 21.7.1989

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

Sub: Introduction of B.G. Bogie Covered Wagon type 'BCN' in regular services on different section of E.Rly.

.....

With reference to your application No.W.552/7/Vol.3 dated 29.5.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the running of B.G. bogie covered wagon type 'BCN' to RDSO's drawing No.WD-84014-S-1 (Alt.5) provided with BCX Mark II type of body fitted with modified Casnub 22W(M) bogie, non-transition centre buffer couplers and twin pipe graduated release air brake system, having a maximum axle load of 20.32t, on the following B.G. sections of your Railway at a maximum speed shown against each section in empty as well as in loaded condition.

S.No.	Sections	Max. permissible speed in empty as well as in loaded conditions in Kmph.
1.	Dankuni - Bardhaman - Khana (Via HBC) (UP & DN).	65
2.	Bandel - Saktigarh - Khana (Via M/L) (UP & DN)	65
3.	Khana - Sitarampur (UP & DN M/L&2ND UP/ 2ND DN)	65
4.	Sitarampur - Pradhankhunta (UP & DN GC)	65
5.	Sitarampur - Jhajha (UP & DN M/L)	65
6.	Sitarampur - Barakar (2ND DN.)	25
7.	Pradhan Khanta - Gujhandi (UP & DN)	75
8.	Gujhandi - Gurpa (UP & DN.)	65
9.	Gurpa - Manpur	75
10.	Manpur - Rafiganj (UP)	75
11.	Rafiganj - Pusauli (UP)	65
12.	Pusauli - Mughalsarai (UP)	75
13.	Manpur - Rafiganj (DN)	65
14.	Rafiganj - Sonnagar (DN)	75
15.	Sonnagar - Mughalsarai (DN)	65

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 furthur subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.60/88, RDSO's speed Certificate No.MW/BCN dated 26.5.87, 16.9.88 8.12.88, 9.12.88 and Board's letter No. 83/M(N)/951/12 dated 27.12.84

-/2

(29)

regarding system of train examination and brake power certificate for BOXN wagon) and other certificates accompanying your application referred to above.

The 'BCN' wagon infringes item No. 13(b) Chapter-IV A and the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and others of the B.G. Schedule of Dimensions (1973) It is however noted from para 2.3.2 of RDSO's speed certificate No. MW/BCN dated 16.9.88 that the infringements in the design of 'BCN' wagon are exactly the same as in the case of BCXCS' wagon which has already been condoned under Board's letter No.84/WDO/SR/5 dated 15/20.11.84.

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)
Railway Board.

New Delhi dated 2/.7.1989

No.89/CEDO/SR/19.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No. RS. 17-T(1)/82 dated 23.6.89.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th floor Calcutta with reference to his letter No. 237/3619/89 dated 7.6.1989.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(30)

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

No. 89/CEDO/ORI/9.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21-7-89

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

Sir,

Sub:- New Double line between Rohtak and Samargopalpur stations on Delhi - Bhatinda section on the Northern Railway.

With reference to your Endorsement No. RS.10-T(1)/89 dated 23rd June,1989, I am directed to confirm the action of Commissioner of Railway Safety, Northern Circle, Lucknow in authorising the opening of the above line for the public carriage of passengers as per his letter No.15/63/I/A/OPG/PT. dated 18-5-89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/9. New Delhi, Dated 21-7-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Northern Circle, Lucknow - 226 001 with reference to his letter No. 15/63/I/A/OPG/PT. Dated 18-5-89.
2) The Chief Engineer (Construction), Northern Railway, Kashmere Gate, Delhi.
3) The General Manager, Northern Railway, Baroda House, New Delhi. Commissioner of Railway Safety'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 desired that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. Two ferro copies of the each of the Index Plan and Section of the above line may please be sent to this office.

The receipt of this letter may please be acknowledged.

(Ashok Kumar)
for Secretary Railway Board.

(31)

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

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 24-7-89.

No. 89/CEDO/SD/7.

The Chief Signal & Telecommunication
Engineer (Construction),
Central Railway,
Victoria Terminus,
Bombay - 400 001.

Sub:- Kalyan (Remodelling S&T infringement to Standard Dimensions.

With reference to your letter No. EW.689/W.16N/II dated 29-7-88 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No. EW.689/W/16N/III/76 dated 26-6-89, the Ministry of Railways sanction the infringements to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) for three Signal Structures S-17, S-18 and S-55 in Kalyan yard having clearances varying from 2.21 metres to 2.29 metres from centre line of track as shown in your application.

The receipt of this letter may please be acknowledged.

(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

No. 89/CEDO/SD/7. New Delhi, Dated 24-7-1989.

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 31-8-1988.

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.545 dated 16-8-88.

(ASHOK KUMAR)
for Secretary Railway Board.

(32)

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

No. 89/CEDO/SD/15.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-7-1989.

The Chief Administrative Officer,
South Central Railway,
Head quarters Office,
Works (GN) Branch,
Secunderabad - 500 371.

Sub:- Guntur-Macherla conversion from MG to BG - Condonation of infringement to Standard Schedule of Dimensions (MG).

With reference to your letter No.W.Con.573/B/48 dated 9-6-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of infringement to item 12 Note (a) Chapter-I and item 14 Chapter-IV(B) of M.G.Schedule of Dimensions (1963) as shown in Annexure-I in the reverse. Annexure-I is based on Form-II and Drawing No.CAOR/C/TR/129-89 accompanying your letter referred to above.

(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/15. New Delhi, Dated 25-7-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.19-T(1)/89 dated 23.6.89.

2) The Commissioner of Railway Safety, South Central Circle, 3rd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7 dated 15-6-89.

(ASHOK KUMAR)
for Secretary Railway Board.

ANNEXURE - I

S.No.	Location	The structure which infringes.	Chapter & item No.	Prescribed Dimensions.	Existing Actual Dimensions	Amount of infringement.
1	2	3	4	5	6	7
1.	Vijayawada Division Guntur - Nadikude Section.	52 Kg.rails laid on the P.S.C. Sleeper (interplaced)	Chapter-I Item 12 Note(a) of M.G.Schedule of Dimensions.	25 mm (one inch)	47 mm	22 mm (47 mm as against 25 mm).
2.	- do -	Minimum height of locomotives above rail level when fully loaded for a width of 915 mm. on either side of centre of track.	Chapter-IV(B) Item No.14 of M.G.Schedule of Dimensions.	102 mm	55 mm	47 mm.

(34)

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

No. 89/CEDO/SD/3.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-7-1989.

The Chief Electrical Engineer,
Western Railway,
Headquarters Office,
Churchgate,
Bombay - 400 020.

Sub:- Electrification of Private Siding of Food Corporation of India at Sawai Madhopur.

With reference to your office letter No.WC.580/10/7(Elec.) dated 28th March,1989 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 7-7-89, Ministry of Railways sanction the infringement to item 13 (ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) in connection with implantation of 38 BFB/RSJ OHE Masts having clearance of 2285 mm for electrification of Private Siding of Food Corporation of India at Sawai Madhopur as shown in FORM-XI and Drawing No.OHE/P/SWM/1026 accompanying your letter referred to above.

(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/3.

New Delhi, Dated 26-7-1989.

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(8)/84 dated 13-4-89.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.221/98 dated 3rd April,89.

(Ashok Kumar)
for Secretary Railway Board.

No.82/[illegible]/204/12

(35)

Sub: Adoption of small wheel for design of container flat.

Ref: EDME(RSM)'s Note No.87/M(N)/204/6 dated 13-7-89.

.....

The issue regarding reduction of wheel dia-meter has been examined in depth by the Civil Engg. Dte. In this connection, a reference is invited to the notings at pages 1-6/N of Mechanical Dte.'s file No.89/M(N)/960/1. EDME(RSM) may see his note dt. 2-6-89 at page 6/N wherein in the concluding paragraph he had requested Board(ME) to permit adoption of smaller diameter in the first instance for optimisation of the design of BOBR wagon for carrying coal (and other hopper wagons). The minutes of Board(ME) are re-produced below:-

"For the present, I have cleared the adoption of smaller dia wheels for container flats, in consideration of the average axle load being likely to be less than 20.3 t and the total population of such wagons being comparatively small and the movements largely being concentrated on A & B routes.

As mentioned earlier, the contact stresses are more critical in the case of small dia-wheels. Hence no large-scale adoption of such wheels for general purpose wagons, or for the proposed bottom discharge coal wagon either, can be agreed to until the bulk of the routes on which such wagons are to ply are laid with 90 UTS rails.

Smaller dia-wheels can, however, be considered for adoption in closed circuit operation on routes where the track is of appropriate standard.

Sd/-
M.E.
9/6."

The above minutes clearly permit adoption of smaller dia-wheels for container flat. Board(ME) further at page 7/N of the above Mech. Dte.'s file has minuted that Mech. Dte. may have it examined whether the container flats can be managed with 920/840 mm dia-wheels from the point of view of having uniformity of dia with the rest of the fleet of smaller diameter wheels. This adoption of 920/840 mm dia-wheels would also give the flexibility of increasing the range of wear in diameter to 140 mm i.e. the wheel diameter will be 920 mm when new and 780 mm in worn condition. The above minutes of Board(ME) may be kept in consideration in deciding upon the use of smaller diameter wheels with container flats.

(Ashok Kumar)
EDCE(G)
18-7-89

Adv./CE

(36)

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

No. 84/WEC/SE/8.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated -7-89.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad - 211 011.

Sub:- Vijayawada - Balharshah Electrification -
Removal of infringements due to foot-over-bridges.

Ref:- Your office letter No.RE/Engg./6-I/27 dated 27-2-89.

Please refer to your office letter quoted above. Necessary action may be taken to remove the infringements regarding vertical clearance under the 2 FOBs on Kazipet - Bellampalli section as per recommendations contained in Commissioner of Railway Safety, South Central Circle, Secunderabad's letter No.10/SC/3 dated 24-2-88. This aspect has also been brought out while conveying the sanction for condonation of infringements to Chief Project Manager, Railway Electrification, Vijayawada vide Ministry of Railways letter of even number dated 14-12-88 (Copy enclosed) herewith for your information.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

No.84/WEC/SE/8. New Delhi, Dated -7-89.

Copy to Commissioner of Railway Safety, South Central Circle, Secunderabad for information in continuation of this office letter of even number dated 14.12.88.

(Ashok Kumar)
for Secretary Railway Board.

(37)

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

No.89/CEDO/SR/4 New Delhi dated 27.7.89

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

Sub: Running of 140t B.G. diesel Hydraulic Breakdown Crane supplied by M/S Jessop & Co., Calcutta.

.....

With reference to your application No. W.628/12/13 Vol.III dated 18.4.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t BG diesel hydraulic breakdown crane having an axle load of 19.9t supplied by M/S Jessop & Co. Limited, Calcutta to RDSO's Sketch No.CR-748 (Alt.2) fitted with 2 six-wheeled bogies and 2 four wheeler relieving bogies with a single stage laminated bearing spring suspension arrangement, provided with a match truck with 2 four wheeler bogies and single stage suspension at the secondary stage, and with a separate ballast carrier which is also fitted with four wheeler double bogies with single stage suspension at secondary stage, on the 12 B.G. sections indicated in Annexure-A on the reverse at a maximum permissible speed shown below.

1) When hauled, in a train as a trailing load by single WDM/2, WAM/4 or any other diesel/electric locomotive with jib resting on match truck shall be permitted at a maximum permissible speed of 60kmph or at a maximum sectional goods train speed which-ever is less in that section.

2) When hauled, in a train as a trailing load by 'WG' type steam locomotive with jib resting on match truck shall be permitted at a maximum permissible speed of 40kmph or at a maximum sectional goods train speed whichever is less in that section.

3) When working/travelling on its own power with or without load as indicated in RDSO's sketches LD/SK-615 and 616(sheet No.1 &2) shall be permitted to run/work at a maximum speed of 5kmph, and when running on its own power the crane shall not lift or move with load greater than 14t at a radius of 11 metre or proportionately less at larger radius.However movement of crane on its own power on the bridge is not permitted.

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 furthur subject to observance of all other conditions, stipulations made in your Joint Safety Certificate No.11 of 1989 and all other certificates accompanying your application referred to above.

/2

The Railway Ministry also sanction the infringement to item No. 11(ii) Chapter-IV (C) of B.G. Schedule of Dimensions (1973) involved in the running/working of 140t B.G. diesel hydraulic crane as detailed in form-XI accompanying your application referred to above.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
(Railway Board)

No. 89/CEDO/SR/4 New Delhi dated 27.7.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashokmarg, Lucknow with reference to his endorsement No. RS.17-T(5)/82 dated 5.6.1989.

2. The Commissioner of Railway Safety, Western Circle, 2nd floor, Churchgate station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/260/138 dated 28.4.1989.

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

(ASHOK KUMAR)
for Secretary, Railway Board.

ANNEXURE-A

S.No.	Sections		
1.	Bombay Central	-	Mathura Jn.
2.	Udhna	-	Jalgaon
3.	Nagda	-	Bhopal
4.	Ujjain	-	Indore
5.	Kota	-	Ruthiyai
6.	a) Kandla port	-	Samakhiali
	b) Samakhiali	-	Viramgam
7.	Viramgam	-	Ahmedabad
8.	Ahmedabad	-	Anand
9.	Anand	-	Godhra
10.	Anand	-	Vadodara
11.	Viramgam	-	Okha
12.	Kanalus	-	Porbandar

---

(39)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

OFFICE ORDER No. 73 OF 1988.

The question of delegating powers to Executive Directors/Advisers, for grant of individual/group cash awards to meritorious staff in Board's Office has been under consideration of the Board.

2. After a detailed review, it has been decided that the following procedure will be adopted by the Directorates while granting cash awards to the outstanding staff:-

i) Advisers/Directors General will be empowered to grant awards upto the limit of Rs. 5000/- per annum.

ii) Secretary, Railway Board will be empowered to grant cash awards upto total celing limit of Rs. 10,000/- per annum.

iii) In case of Directorates which are functioning under Executive Directors reporting directly to Board Members, proposals for grant of cash award to meritorious staff, will be sent through Board Member concerned.

iv) The amount of cash award for different categories of staff will be as follows:-

a) Upto Rs. 200 per employee for Group 'D' staff.

b) Upto Rs. 400 per employee for Group 'C' staff.

c) Upto Rs. 500 per employee for Group 'B' staff.

d) Upto Rs. 1000 por employee for Group 'A' staff.

v) Before the cash awards are sanctioned by Advisers or Secretary, a certificate from ERB-III Branch as to the availability of funds within the powers of sanction of the concerned/authority will be obtained. /sanctioning ERB-III Branch will maintain a register for keeping the details of the awardees viz., their names, designation, amount of awar , etc.

.../-

(40)

vi) There will be a gap of atleast two years before the next cash award is given to the same employee.

vii) O&M will process only those nominations which will be called by them from Directorates for grant of annual Railway Board's Cash Award at the time of Railway Week Function in April every year.

No.88/O&M/48.
Dated: 14-12-1988

(A.K.P. Unny)
Jt. Secretary, Railway Board.

To

All DAdvisers/DGs/Executive Directors.

Copy for information to Board Members, OSD

DD (M)

(41)

Ref: EDME(RSM)'s note dated 10-3-89 at the bottom of prepage.

Use of smaller dia. wheels is likely to result in the reduction of the life of the wheels and the rails due to the increase in rail wheel contact stresses.

So far as use of 2438mm(8'-0") wide x 2895mm(9'-6") high ISO containers on BFKI flats is concerned, these cannot be moved without treating them ODC. The ISO containers loaded on BFKI flats will be overshooting the 1929 profile in height by 514mm and 'X' class loco profile by 254 mm. These container can only be moved as 'A' class ODC on electrified sections where 229mm(9") gross clearance will be available all around and these will not strike the platform shelters. On the non-electrified sections, these containers will have to be moved avoiding the platform lines because in case these are moved on platform lines on non- electrified sections, the containers will strike the projections of the platform shelters.

Thus, the 8'-0" wide x 9'-6" high ISO containers loaded on BFKI flats can only be moved as 'A' class ODC subject to the condition that in station yards on non-electrified sections, these containers will be allowed to be moved only on non-platform lines.

The Committee constituted on 'Short dia. wheel' vide para 6.4.1 of their report at page 37 have stated that from the technical and economical evaluation made by the Committee, the change over from 1000 mm dia. wheel to 920 mm dia. wheel with a minimum dia. of 860mm or 840mm is not recommended in so far as general purpose wagons are concerned.

Before we may think of adopting the short wheel diameters as suggested by EDME(RSM), it will be necessary for RDSO to conduct trials on 20.32 t axle load 'BOXN' with reduced wheel dia of 920/840 mm in closed circuit or selected route as per recommendation No. 6.4.2 of the Committee and send their results. These results may be preferably sent through the Chief Commissioner of railway safety with their recommendation to adopt/or not to adopt short wheel dia. on specific type of wagon stock. It is understood that Planning Dte. have already asked RDSO to conduct trials on Lucknow-Zafrabad section vide their letter No. 81/PL/CP/17 dated 4-10-83. The results of these trials are not known to this office.

Based on the experience gained and scientific analysis of the results obtained from the limited operation as well as progress and development of 90 UTS rails, RDSO may be asked to send their considered opinion regarding the adoption of smaller dia. wheels on specific type of rolling stock, such as BFKI presently under consideration, on which it may be found to be economically advantageous.

(42)

No.Track/21/89/0303/7/50589 -7- 89

The Director General (Track),
Research Designs & Standards Organisation(RDSO).
Lucknow.

Sub: Supply of 20 Nos. of 1 in 12 BG 60 kg turnouts with weldable CMS Xings of M/s. Voest Alpine make by M/s.H.D.C.

Ref: Your letter No.CT/PTX/INSP/MT dt. 11.7.89.

To enable the Ministry of Railways to consider the condonation of infringments to various items of BG schedule, you may forward an application addressed to Secretary,Civil Engg., Railway Board through CCRS,Lucknow alongwith prescribed Form-XI and the drawings bringing out therein the necessity for condonation.

(Ashok Kumar)
Exe-Director,Civil Engg.(G),
Railway Board.

(43)

NOTE ON IMPORTANT ITEMS BEING DEALT WITH BY EDCE(G)

(1) Width of platforms and FOBs:

A Committee consisting of EDCE(G)/Railway Board, CPDE, CCS(G)/Northern Railway and Prof. N. Ranganathan, Head of Department of Transport Planning, School of Planning and Architecture, New Delhi, has been constituted to review the criteria for provision of platform and FOB widths in respect of future constructions/remodelling of platforms. The Committee is expected to submit its report within 2 months' time, i.e. by end of August/89.

(2) Works Programme:

In respect of Works Programme 1990-91, instructions were issued to Railways in April/89 to furnish one page justification for works costing over Rs.3 crores for obtaining Board's prior administrative clearance. The justifications for inclusion of works in Railway's P.W.P. have been examined and Railways advised suitably. The Railways were also advised to advance submission of Vol.I of P.W.P. showing details of works in progress. The same have been scrutinised by the Committee of Advisers/EDs of Railway Board and comments are being forwarded to Railways regarding action required to be taken. As regards New Works, the Railways are to submit their Booklets of P.W.P. by end of August/89.

(3) Apportionment of cost of construction of private sidings with regard to electrification:

The existing instructions provide for sharing of cost of electrification of existing private sidings consequent on the electrification of the route on 50:50 basis between the Railways and the private party. The ownership of the asset will, however, vest with the Railways. The private parties have desired ~~that~~ the ownership of 50% of the asset which is under legal scrutiny. However, in respect of all new sidings, the cost of electrification has to be borne ~~k~~ fully by the party.

As regards maintenance of electrified sidings, a Memorandum was put up for Board's consideration that the Railways' share

Contd.....2/-

should be 50% on the same analogy of the initial cost since both are expenses to the siding owner which were not envisaged earlier. This was discussed by the Board and a decision was taken that the subject should be examined further by the Civil Engg. Directorate taking guidance from M.E. The then M.E. had desired Legal Adviser to examine the matter and put forth his views which is under examination.

(4) Adoption of Profile to RDSO Sketch No.EDO/T-1043.

The Board during March/86 had approved the adoption of 10'-8" wide and 14' high profile for coaching and goods stock and locomotives to Profile EDO/T-1043. Therein it was also stipulated that for removing of infringements, the clearances to be catered for should provide for moving dimensions to suit 12' wide and 15'-6" high stock which will be introduced in future. Instructions have been issued to Railways to include the works of removal of infringements in 1990-91 P.W.P.

(5) Use of short wheel diameters 920/840 mm.

The Mechanical Branch has taken a stand that introduction of small diameter wheels will lead to reduction in the tare wx weight and increase in the carrying capacity of the rolling stock. The view of the Civil Engg. Directorate has been that in respect of ordinary M.M. rails, the Hertzian (contact) stress induced by small diameter wheel exceeds the permissible stress of the rails. Accordingly, adoption of small diameter w-heels is not considered desireble unless rail renewals are undertaken by 90 UTS rails.

In respect of adoption of smaller diameter wheels for container flats, its adoption has been cleared on consideration that the average axle load is likely to be less than 20.3 t and the total population of such wagons being comparatively small and the movements being largely concentrated on 'A' and 'B' routes.

*****

(45)

No.82/MDO/SD/12

31-7-89.

The Chief Electrical Engineer,
Railway Electrification,
Egmore,
Madras-600008.

Sub: Electrification of Railway tracks inside Madras Port Trust.

Ref: Your office letter No.ETR/252/RE/2461/1/Vol.II dated 10-7-89.

No relaxation to the moving dimensions prescribed in the Schedule of Dimensions can be sanctioned unless an application is submitted from the Railway duly forwarded through CRS/CCRS. Accordingly, it is desired that 3 copies of your application for condonation of infringements with the drawings may be sent to the Commissioner of Railway Safety, Southern Circle, Bangalore, alongwith 3 copies of Form XI as per proforma enclosed, who will forward the same to Railway Board through CCRS/Lucknow.

Encl: As above.

(Ashok Kumar)
Executive Dir.Civil Engg.(G)
Railway Board

ANNEXURE-I

FORM-XI

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing actual dimensions.	Amount of infringement.
1	2	3	4	5	6	7

(47)

The post of Daftary is lying vacant in CEDO branch since March '89. It is understood that Shri N.K. Pandey Messenger LM(B) has been relieved today forenoon to report to Cash-IV branch.

In view of the day to day difficulties being faced by C.E.D.O. branch in the discharge of their duties, it is necessary in the interest of office work that Shri N.K. Pandey messenger be posted to CEDO branch against the existing vacancy of a daftary till such time a suitable daftary becomes available.

31/7/89

EDCE(G)

Dy. Secy.(G)

(48)

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

No.89/CEDO/SD/7.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4-8-89.

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

Sub:- Approval of infringements in connection with introduction of Electric Traction Itarsi to passenger yard.

With reference to your office letter No. CPM/RE/BPL/T-25A/2342 dated 01.06.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to item 13(ii)(c) & (d) of Chapter-I of B.G. Metric Schedule of Dimensions (1973) caused by 3 Water Columns, 8 OHE Structures and 27 S&T Structures as shown in the Annexures accompanying your application. All infringements pertaining to 4 Water pipe lines should be removed by the Railway. Necessary action may also be taken to remove the infringements regarding inadequate vertical clearance of FOB at Kms.745/23 on various lines underneath it by way of lifting the FOB on steel pedestals/ stool, provided the structural work of FOB has adequate residual life. It is however noted that Water Columns will be progressively dismantled on introduction of Electric Traction and Blanking arrangements will be provided for Signal ladders which are located at a distance of less than 2360 mm.

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

(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/7. New Delhi, Dated 4-8-1989.

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 dated 22/6/89.

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.260 dated 12-6-89.

(Ashok Kumar) 3/8/89
for Secretary Railway Board.

(49)

No. 89/CEND/BR/1. New Delhi, Dated 28-7-89.

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

2) The General Manager,
Northeast Frontier Railway,
Maligaon,
Guwahati - 11.

3) The General Manager,
South Central Railway,
Secunderabad - 500 371.

4) The General Manager,
South Eastern Railway,
Calcutta.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March, 1989.

Please refer to this office letter of even number dated 13-4-89 (Copy enclosed) and expedite the reply.

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

(50)

No. 89/CEDO/BR/1. New Delhi, Dated 28/7/89.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Major & Minor Bridges on Indian Railways as on 31/3/89.

Ref:- Your office letter No.W/29/1/2/3/M-I dated 20-4-89.

Please refer to your office letter quoted above and expedite your reply.

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

(51)

No. 89/CEDO/SD/16. 2-8- 89

The Director General (Track),
Research Designs & Standards Organisation(RDSO).
Lucknow.

Sub: Supply of 20 Nos. of 1 in 12 BG 60 kg turnouts with weldable CMS Xings of M/s. Voest Alpine make by M/s.H.D.C.

Ref: Your letter No.CT/PTX/INSP/MT dt. 11.7.89.

To enable the Ministry of Railways to consider the condonation of infringments to various items of BG schedule, you may forward an application addressed to Secretary,Civil Engg., Railway Board through CCRS,Lucknow alongwith prescribed Form-XI and the drawings bringing out therein the necessity for condonation.

(Ashok Kumar)
Exe-Director,Civil Engg.(G),
Railway Board.

(52)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

Ashok Kumar
Executive Dir.Civil Engg.(G)

D.O.No.87/WDO/BB/5. New Delhi, Dated 8-8-89.

My dear Chaturvedi,

Sub:- Width of Platforms and FOBs.

Please refer to the record note of discussions of the meeting of the Committee held on 10-7-89 on the above noted subject circulated under my D.O. of even number dated 13-7-89. The existing para 4.3 of record note may be replaced by the following para:-

" CCS(G) mentioned that there is an elevator system provided on all the platforms at Ahmedabad and the parcels on parcel trolleys are cleared through the elevator lift so that they do not congest the platforms nor do they come in the way of movement of passengers. In case this system is found working satisfactorily its adoption may be considered at other stations. It was decided that this Committee should visit Ahmedabad Station to see its working and suitability for adoption elsewhere."

Yours sincerely,

(Ashok Kumar)

Shri.S.B.Chaturvedi,
CCS(G)/Northern Railway,
Baroda House, New Delhi.

C/O DRM N Rly
New Delhi

(S3)

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

No.89/CEDO/SD/15.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 8-8-1989.

The Chief Administrative officer,
South Central Railway,
HeadQuarters office,
Works (CN) Branch,
Secunderabad - 500 371.

Subject:- Guntur - Macherla Conversion from MG to BG - Condonation of infringement to Standard Schedule of Dimensions (MG).

Reference:- Your application No.W.Con.573/B/48 dated 9-6-89.

Please refer to Ministry of Railways sanction continuation letter of even number dated 25-7-89 on the above subject. The following which was inadvertently left out may be added as Para 2.

" The sanction is purely temporary and subject to observance of all stipulations made in CRS's forwarding letter No.6/SC/7 dated 15-6-89."

The receipt of this letter may please be acknowledged.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

No. 89/CEDO/SD/15.

New Delhi, Dated 8-8-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.19-T(1)/89 dated 23-6-89.

2) The Commissioner of Railway Safety, South Central Circle, 3ed Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/7 dated 15-6-89.

(Ashok Kumar)
for Secretary Railway Board.

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

(54)

No.89/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 9-8-1989.

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

Subject:- Sanction for running/working of 140t B.G.diesel Hydraulic breakdown crane supplied by M/s.Jessop & Co. Limited, Calcutta on various B.G.sections on Central Railway.

Reference:- Your application No.M-190-RC-Wy/BR/IV dated 3-1-89.

In further continuation of Ministry of Railways letter of even number dated 14-2-89, it is advised that in the sanction for running of 140t B.G.Diesel Hydraulic breakdown Crane the following proviso may be incorporated at the end of item 3) under para-I after the words ' larger radius '.

" However, movement of the crane on its own power on the bridge is not permitted ".

The receipt of this letter may please be acknowledged.

(Ashok Kumar)
Exe.Director Civil Engineering(G),
Railway Board.

No.89/CEDO/SR/4. New Delhi, Dated 9-8-1989.

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 13-1-89.

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.30 dated 10-1-89.

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

(Ashok Kumar)
for Secretary Railway Board.

(55)

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

No.84/WDO/SD/8.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 9-8-89.

The General Manager,
Railway Electrification,
Office of the Chief Electrical
Engineer, Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 37 -
Madras - Gudur section - Statement of
infringements for running 3660 mm stock -
Royapuram - Madras Beach section.

Ref:- Your letter No.MTR/252/RE/4618 dated 17/23.2.89.

*****

With reference to your above quoted letter it is to state that the condition for removal of infringements of boxes trapped between compound wall and mixed gauge track when MTP work is taken up was imposed based on the recommendation made by Commissioner of Railway Safety, Southern Circle, Bangalore under his letter No.46 dated 3.4.87. As such it is desired that the proposed application alongwith the drawing showing location of boxes and the compound wall may be routed through CRS/CCRS for consideration in this office.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

(56)

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

No. 89/CEDO/SR/21 New Delhi dated 11.8.89.

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

Sub: Running of 10t M.G. diesel crane to RDSO SK. No. CR-757 on various M.G. Sections.

.....

With reference to your application No.W.438/5/Vol.1 dated 2.12.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 10t M.G. diesel operated transportation crane manufactured by Izatnagar workshop of North Eastern Railway to RDSO drawing No. SK. CR-757 having a maximum axle load of 10.42t on the following M.G. sections of your railway at a maximum speed shown against each section:

S.No.	Sections			When Travelling in goods train formation with jib resting on match truck	When travlling on its own power.
1.	Madras Beach	-	Villupuram	45	5
2.	Chengalpattu	-	Arakkonam	45	5
3.	Villupuram	-	Ponmalai (Main)	45	5
4.	Villupuram	-	Tiruchchirappalli(Chord)	45	5
5.	Cuddalore	-	Vridhachalam	45	5
6.	Villupuram	-	Pondicherry	45	5
7.	Mayiladuturai	-	Tiruvarur	35	5
8.	Tiruturaipundi	-	Kodikkarai	35	5
9.	Tiruchchirappalli	-	Madurai	45	5
10.	Madurai	-	Virdunagar	40	5
11.	Virdunagar	-	Tenkasi	40	5
12.	Tenkasi	-	Bhagavathipuram	40	5
13.	Bhagavathipuram	-	Punalur	30	5
14.	Punalur	-	Quilon	40	5
15.	Virdunagar	-	Maniyachi	40	5
16.	Tiruneveli	-	Tenkasi	40	5
17.	Tiruchchirappalli	-	Manamadurai	45	5
18.	Manamadurai	-	Rameswaram	45	5
19.	Pollachi	-	Podanur	40	5
20.	Pollachi	-	Palghat Town	40	5
21.	Dindigul	-	Pollachi	40	5
22.	Salem	-	Salem Market	40	5
23.	Podanur	-	Coimbatore	40	5
24.	Palghat	-	Palghat Town	40	5
25.	Kankanadi	-	Mangalore	40	5
26.	Bangalore City	-	Tumkar	40	5
27.	Bangalore City	-	Mysore	40	5
28.	Yesvantpur	-	Yelahanka	45	5
29.	Salem	-	Yesvantpur	45	5
30.	Hassan	-	Sakleshpur	40	5

-------/2

(57)

31.	Subrahmanya Road	- Kankanadi	40	5
32.	Hole-Narsipur	- Arsikere	40	5
33.	Birur	- Shimoga	40	5
34.	Tumkar	- Arsikere	45	5
35.	Arsikere	- Hubli	45	5
36.	Chikjajur	- Chitradurg	45	5

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 furthur subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 442 M.G. dated 1.11.88 and all other certificates accompanying your application referred to above.

It is, however noted from your application that there is no infringement involved in the design of above 10t M.G. Crane.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/21 New Delhi dated 11.8.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-1 (5)/82 dated 21.7.89.

2. The Commissioner of Railway Safety, Southern Circle, 7, Shesadri Road, Gandhinagar, Bangalore with reference to his letter No.550 dated 6.7.1989.

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

(ASHOK KUMAR)
for Secretary Railway Board.

AB/CEDC/SR/16

(58)

OSD in his note dated 11-4-89 had furnished a list of routes which have been identified for movement of ISO Containers (width 8' and height 9'-6"). As these containers infringe the Moving Dimensions of 1929, a reference was made to Railways to examine the feasibility of removal of infringements. The replies from various Railways have been received which are summarised in the statement placed below. It may be seen from the statement that Central, North Eastern and South Eastern Railways have furnished the details of infringements which are required to be removed so as not to infringe the fixed structures in station yards.

2. On non-electrified section in station yards on platform lines, these containers are infringing the fixed structures and so have to be routed on non-platform lines or otherwise the infringements will have to be removed. Accordingly, it does not appear necessary to remove the infringements and the containers can be permitted to pass through non-platform lines on station yards except where the platform lines are the main lines. However, such cases may be exceptions.

3. In view of the fact that these ISO Containers constitute 'A' Class ODC and that they are laterally secure, it may/possible to permit the movement of these containers at a speed upto which trains carrying four wheelers are permitted to run on the section. RDSO in the case of 8'-6" wide x 9'-6" high ISO Containers had asked for dispensation for not observing the speed restriction of 30 kmph in the vicinity of fixed structures having lateral clearance of less than 380 mm (15") as required in terms of para 4(1) of Board's letter No.82/WDO/ODC/1 dated 14-9-82. This has been agreed to and RDSO is being advised accordingly. Although RDSO have not applied for similar dispensation in the case of 8'-0" wide x 9'-6" high containers which are presently under consideration but this dispensation will equally be applicable in the case of 8'-0" wide x 9'-6" high containers also.

4. Based on the above directives from the Board, RDSO will issue the necessary speed certificate to the Railways on receipt of which Railways will be in a position to permit movement of ODC at 4-wheeler speeds.

(Ashok Kumar)
EDCE(G)
14-8-89

Adv./CE

ED(Safety)

EDTrfc.(Mktg.)

(59)

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

No. 87/CEDO/SR/20 New Delhi dated 16.8.1989.

The General Manager(Works),
Northeast Frontier Railway,
Maligaon Guahati.

Sub: Movement of BCN wagon over Northeast Frontier Railway on Malda Town-New Guhhati B.G. Section

Ref: Your application No. W/341/0/3/Pt.IV/W-7 dated 14.1.1988.

.....

It is observed from the Track Certificate enclosed with your above quoted application that the running of 'BCN' wagon on Malda Town-New Guahati section has been limited to 50kmph on account of weak track structure. Unreasonably

Since the BOX and BCX wagons are already running at a maximum speed of 65kmph on this very section as is evident from your letter No. W/341/0/3/Pt.V/W-7 dated 7.6.1988 and movement of 'BOXN' wagon on Malda Town-New GuhhatiB.G. section has also been permitted at a maximum speed of 60kmph vide Board's letter No. 88/CEDO/SR/5 dated 2.8.1988, the restriction of speed in the case of 'BCN' wagon to 50kmph is not understood. This may be clarified to enable Ministry of Railways to consider the issue of sanction for the running of 'BCN' wagons.

Should however on review, it is decided to permit speed beyond 50kmph, then the revised application may be submitted to Board's office through CRS/CCRS.

9/9/89

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

Spare

(60)

No 87/WDo/SD/5

New Delhi dated 18-8-1989

Secretary to General Manager,
Western Railway,
Church Gate,
Bombay.

Sub: Allotment of Officer' Rest House at Church Gate.

.....

Railway Board have constituted a Committee consisting of Officers of Railway Board and Northern Railway to review the criteria regarding platform width. The Committee would be visiting Bombay on 27th August,89. Please arrange for 2 double bedded suite in Officers' Rest House at Church Gate on 27th August for stay of the following officers:-

(a)	Shri Ashok Kumar	EDCE(G),Railway Board.
(b)	Shri L.C.Monga	CPDE/Northern Railway,New Delhi.
(c)	Shri S.D.Chaturvedi	CCE(G)/Northern Railway,New Delhi.

(ASHOK KUMAR)
Executive Dir.Civil Engg(G)
Railway Board.

CRBo

A. Kumar & Lightfoot

(61)

No. 89/CEDO/KLN/1. 18-8-89.

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

Sub:- i)New Lines/Doublings/Conversions opened and Lines restored during the year 88-89.

ii)Lines dismantled during 88-89.

iii)New Lines and Doublings Conversions in progress as on 31-3-1989.

Ref:- Your office letter No.EW/481/0/51 dated 25/7/89. SNO 11

Please refer to your office letter quoted above. The information regarding Lines restored has not been furnished in the statement which you have furnished with your letter. It is therefore requested that the same may please be sent to this office. early

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

(62)

No. 89/CEDO/CLW/1. 18-8-89.

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

Sub:- i) New lines/Doublings/Conversions opened and lines restored during the year 1988-89.

ii) Lines dismantled during 1988-89.

iii) New Lines/Doublings/Conversions in progress as on 31st March, 1989.

Ref:- Your office letter No.W/260/0/Pt.IV/W-7 dated 25-7-89.

Please refer to your office letter quoted above. The information regarding Lines Restored has not been furnished in the statement which you have furnished with your letter. It is therefore requested that the same may please be sent to this office early.

(D.N.Nachiwal)
for Executive Director Civil Engineering (G)
Railway Board.

(63)

No.89/CEDO/GLW/1.

18 -8-89.

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

Sub:- New lines/Doubling opened/New Lines/Doublings under construction and Lines dismatled for the year ending 31-3-1989.

Ref:- Your office letter No. WHQ/415/5 Vol.III dated 1-8-89.

Please refer to your office letter quoted above. The information regarding Lines Restored which has been asked to furnish vide this office letter of even number dated 19.7.89, has not been endorsed with your above quoted letter. It is therefore requested that the same may please be sent to this office.

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

(64)

Ashok Kumar,
Executive Director
Civil Engineering(C).

DO No.85/WDO/CEI/17 New Delhi, the -6-89.

Dear Shri Babu,

Sub: Krishna Bridge (44 x 18 M span) and Parvati Katti Nallah (14 x 16.3 + 2 x 45.7 M. span) on Almatti main diversion in Gadag-Sholapur Section - Increasing wind velocity from 50 kmph to 60 kmph for allowing trains on the above bridges.

I am enclosing herewith a copy of letter dt.18-4-89 from Shri Ranganatha Rao, Project Manager of Steinman, Consulting Engineers of USA regarding Aerodynamic Study of Bridge Site at Krishna and Parvati Katti Nallah Bridges of South Central Railway. Therein, he has also forwarded a Technical Note from Dr. P.A. Irwin, which is also enclosed. In the Note it has been brought out that determining the wind velocity at the Bridge site is not entirely easy because the anemometers can be positioned only at few specific locations and can only provide the wind velocity at a particular instant in time. Conditions at a slightly different location and at a slightly later time may well differ substantially from the wind velocity registered by the anemometer. It has also been suggested therein that it is also necessary to examine the response time of the rail cars to the action of fluctuating wind forces. Accordingly, a suggestion has been made to undertake model studies of the area. The above Technical Note may be examined and your observations furnished for further appraisal.

Indian Institute of Science, Bangalore to have undertaken wind tunnel studies. The present position in this regard may be advised.

With regards,

Yours sincerely,

Encl: As above.

(Ashok Kumar)

Shri S.N. Babu,
CAO/Construction,
South Central Railway,
Secunderabad.

Copy to Director Standards(B&S)/RDSO/Lucknow for information together with the copies of above documents. He may also furnish his observations.

(Ashok Kumar)
Executive Dir. Civil Engg.(C)
Railway Board.

(65)

Ashok Kumar,
Executive Director
Civil Engineering(S).

DO No.70/MDO/CRI/RO/1 New Delhi, the 23-8-89.

Dear Shri Vithal,

Sub: Indian Railway Bill,1989 -
Framing of Rules.

May I draw your kind attention to my D.O. letter of even number dated 7-6-89 wherein I had requested you to frame the rules for opening of the Railway at your convenience but not later than July/89. You had during your last visit to Delhi indicated to me that the draft rules for opening of the Railway have already been compiled and circulated to various Commissioners of Safety for their remarks. Pending receipt of their comments, I shall request you to send me an advance copy so that I can compile the Draft Notification regarding incorporation of the rules in the Gazette.

With kindest regards,

Yours sincerely,

(Ashok Kumar)

Shri H.P. Vithal,
Chief Commissioner of
Railway Safety,
Ashok Marg,
Lucknow-226001.

(66)

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

No.89/CEDO/SD/9.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 25-8-89.

The General Manager,
Western Railway,
Bombay.

Sub:- Doubling of Panchpiplia Tunnel on
Godhra - Ratlam Section.

Please refer to your office letter No.WNC.177/52/1/5 dated 12-1-89 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your letter and observations made by Chief Commissioner of Railway Safety in his letter No.RS.18-T(8)/84 dated 2-3-89, the Board approve of your proposal for not restoring the dismantled Catch Siding on the Down Main line between Panchpiplia 'B' Cabin and Amargarh Stations on Godhra-Ratlam Trunk Route on your Railway. The approval is subject to observance and incorporation of suitable supplementary rules and working instructions such as Blocking forward of the section between Panchpiplia and Bajrang-garh whenever shunting is performed on UP Main line and blocking back of the section whenever shunting is performed on Down Main line in the station working rules.

(Ashok Kumar)
Executive Director Civil Engineering(C),
Railway Board.

No.89/CEDO/SD/9. New Delhi, Dated 25-8-89.

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(8)/84 dated 2-3-89..

2) The Commissioner of Railway Safety; Western Circle, Bombay with reference to his letter No.16-5/259/52 dated 20-2-89.

(Ashok Kumar) 25/8/89
for Secretary Railway Board.

(67)

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

No.89/CBDO/SR/18 New Delhi dated 29-8-89

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

Sub: Reduction in height of floor level, for fully loaded B.G. passenger coaches, from Rail level - sanction for infringement.

.....

With reference to your application No. CT/IFS/3/ Coaches dated 19.5.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 10 Chapter IV (A) of B.G. Schedule of dimensions (1973) inconnection provision of floor height of 1200mm from rail level in lieu of prescribed floor height of 1220mm in the future construction of B.G. ICF and BEML pa-ssenger coaches as shown below. The infringement shown are based on Form-XI and RDSO Sketch No. 89054.

Clause No of Chapter IV(A)	Description	Dimension laid down in Schedule of Dimensions	Dimension proposed.
10	Min. height above rail level for floor of fully loaded passenger vehicle.	1220mm	1200mm

It is noted that the reduction in floor height by way of the use of PVC sheet over ply wood sub-floor in lieu of hard wood has been proposed in compliance with the implementation of recommendation of 55th CWSC meeting approved by Railway Board under their letter No. 88/M(c)/137/35 dated 6.2.89 on account of the shortage of hard wood and corrosion problems with decolite flooring.

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)
Railway Board.

No. 89/CBDO/SR/18 New Delhi dated 29.8.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.18-1 (7)/84 dated 5.6.1989.

(ASHOK KUMAR)
for Secretary Railway Board.

(68)

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 19
Rail Bhavan, New Delhi-110001, dated 29-8-89.

The General Manager,
South Central Railway,
Works Branch,
Secunderabad - 500 371.

Subject:- Secunderabad Division - Kazipet - Balharshah Section - Bridge No.214 (UO) at Km:204/10 - 205/1 between Sirpur Kagaz Nagar and Ralapet Stations - Existing 4 x 6.10 m (SK) G.B. - Proposed rebuilding as 6 x 6.10 m (SK) R.C.C.Slab and raising of track by 2.7 metres.

******

With reference to your application No.W/71/C/251 dated 9-5-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is Hereby communicated to adoption of 0.855 m. vertical clearance, as against 1.5 m required as per clause 4.8.1 of Sub-Structure Code, involved in the construction of a New Bridge 6 x 6.10 m(SK) R.C.C.Slab in replacement of existing distressed Bridge No.214 (4x6.10m(SK)GB) located at Km:204/10 - 205/1 on Old Up Main line between Sirpur Kagaz Nagar and Ralapet stations of your Railway.

It is noted that provision of the desired clearance of 1.5 m is not possible to be achieved as it would involve rebuilding of New Down Main line Bridge as well as regrading of track at prohibitive cost. It is also noted that the adjacent bridge 6 x 6.10 m (SK) R.C.C.Slab, existing on the New Down Main line is also having a vertical clearance of 0.855 m, if worked out on the basis of 50 year cycle flood and Synthetic Unit Hydrograph method, as per latest directives issued by R.D.S.O.

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.89/CEDO/BS/1. New Delhi, Dated 29-8-89.

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 9-8-89.
2) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No.W.2/9 dated 25-5-89.

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

(69)

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

30-8-89.

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

Sub:- Inspection Report on South Eastern Railway (Waltair and Adra Division) for the year ending 31st March,'88 Part-III & IV.

Ref:- Your office letter No.TC/INSP/CRS/WAT/Pt.III/88/2061 Dated 3 - 4 - 89.

Please refer to your office letter quoted above and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(70)

Spare

No.66/WDO/ER/19. 5-9-89.

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

Sub:- Schedule of Dimensions 1676 mm gauge maximum moving dimensions - Adoption of New B.G.Profile to RDSO Sketch No. RDO/T-1043.

Ref:- Your letter No.CE/MS/ER/BG/3 dated 14/15-9-1987.

"It is advised that a decision has been taken by the Ministry of Railways to accord general clearance for moving dimensions to Profile RDO/T-1043 vide para 2(b) of the minutes of the meeting of Advisers/Executive Directors held in Adviser(Planning)'s Chamber on 21-4-89 (Copy enclosed) in connection with review of 'Status position of rolling stock vegens'. Accordingly, all the Zonal Railways have been asked to plan removal of infringements to RDO/T-1043 and include such works in Works Programme for 1990-91 keeping in view that the clearance available at the particular location for running of rolling stock to RDO/T-1043 should also cater for future moving dimensions of 12'-0" wide x 15'-6" high rolling stock as shown in Diagram No. 9A and 1A(Modified) of B.G.Schedule of Dimensions (1973).

"A Photo copy each of the letters issued to Zonal Railways for removal of infringements is enclosed herewith for your information and guidance.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

Dy:

1. Minutes of the Meeting dated 21-4-89
2. Letter dated 17-5-89
3. D.O.letter dated 19-5-89
4. D.O.letter dated 9- 6-89
5. Letter dated 9-6-89.

(71)

No.89/CEDO/SD/11. 5-9-1989.

The Chief Administrative Officer,
Southern Railway,
Egmore,
Madras - 600 008.

Sub:- Jolarpettai - Erode Section - Proposed BG Bye-pass line near Karuppur in connection with Thermal Power Plant siding for Tamilnadu Electricity Board at Metur Dam - Condemnation - request of.

*****

Please refer to this office letter of even number, dated 25-4-89 (Copy enclosed) and expedite the reply.

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

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

No.89/CEDO/SD/11. New Delhi, Dated 25/4/89.

The Chief Administrative Officer,
Southern Railway,
Egmore,
Madras - 600 008.

Sub:- Jolarpettai - Erode Section - Proposed BG Bye-pass line near Karuppur in connection with Thermal Power Plant siding for Tamilnadu Electricity Board at Metur Dam - Condonation - request of.

Ref:- Your application No.W.450/1/46/CN/Vol.IX dated 20-1-1989.

Please advise the kilometrage of the proposed by pass line joining the two points on existing lines i.e., one on Jolarpettai - Erode BG Section and the other Salem - Metur Dam BG Branch line. The kilometres of infringing gradient of 1 in 125 may please be reexamined and advise as the infringing kilometres shown in Form-XI enclosed with your application do not appear to be correct. The safety precautions you propose to take to avoid possibility of any accident on such a steep grade may also be advised for informati of this office.

The above information may please be sent quickly to enable this office to consider the issue of condonation of 1 in 125 gradient applied for by you.

Sd/-
(Ashok Kumar)
Executive Director Civil Engineering (G)
Railway Board

(73)

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

No. 89/CEDO/SR/4 New Delhi dated 4.9.89

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

Sub: Running of 140t B.G. diesel Hydraulic Break down Cranes (Jessop) to RDSO Sketch No.CR.748 Alt.2 on various B.G. sections of Southern Railway.

.....

With reference to your application No.W.438/4/TY. dated 16/17.5.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t B.G. Diesel Hydraulic Breakdown Crane having an axle load of 19.9t supplied by M/S. Jessop & Co. Limited, Calcutta to RDSO's drg. No.Sketch CR.748(Alt.2) fitted with 2 six-wheeled bogies and 2 four-wheeler relieving bogies with a single stage laminated bearing spring suspension arrangement provided with a match truck with 2 four-wheeler bogies and single stage suspension at the secondary stage and with a separate ballast carrier which is also fitted with four-wheeler double bogies with single stage suspension at secondary stage on the 28 B.G. sections at a maximum speed shown against each section in Annexure 'A' enclosed which are subject to the following conditions:

1) When hauled, in a train as a trailing load by single WDM/2, WAM/4 or any other Diesel/Electric locomotive with Jib resting on match truck shall be permitted at a maximum permissible speed of 60kmph or at a maximum sectional goods train speed whichever is less in that section.

2) When hauled, in a train as a trailing load by "WG" type steam locomotive with Jib resting on match truck shall be permitted at a maximum permissible speed of 40kmph or at a maximum sectional goods train speed whichever is less in that section.

3) When working/trailing in its own power with or without load as indicated in RDSO'S Sketches LD/SK-615 and 616 (sheet No. 1 & 2) shall be permitted to run/work at a maximum speed of 5kmph, and when running on its own power the Crane shall not lift or move with load greater than 14t at a radius of 11 metr or proportionately less at larger radius. However, movement of the Crane on its own power on bridge is not permitted.

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 furthur subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.493BG dated 10.4.89 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringement to item No. 11(ii) Chapter-IV (C) of B.G. Metric Schedule of Dimensions (1973) involved in the running of 140t B.G. Diesel Hydraulic Crane as detailed in Form-XI accompanying your application.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)

(74)

No.89/CEDO/SR/4 New Delhi dated 4.9.89.

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 9.8.1989.

2) The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 303 dated 23.5.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

ANNEXURE-'A'

Section				Speed in km/h. when hauled in a train as trailing load by a single diesel or electric loco with jib resting on match truck	Speed in km/h. when travelling on its own power with or without load
MADRAS CENTRAL	(km. 0.00)	JOLARPETTAI	(km. 213.02)	60	5
BASIN BRIDGE	(km. 2.22)	GUDUR	(km. 136.04)	60	5
ARAKKONAM (including melpakkam bye pass)	(km. 68.48)	RENIGUNTA	(km. 134.78)	60	5
VEYSARPADY	(km. 3.61)	WASHERMANPET	(km. 1.92)	60	5
WASHERMANPET	(km. 1.92)	ROYAPURAM	(km. 1.51)	60	5
ROYAPURAM	(km. 1.51)	MADRAS BEACH	(km. 0.00)	25	5
BASIN BRIDGE	(km. 2.22)	WASHERMANPET	(km. 1.92)	60	5
WASHERMANPET	(km. 1.92)	KORUKKUPET	(km. 2.93)	55	5
VEYSARPADY	(km. 0.00)	KORUKKUPET	(km. 1.39)	50	5
JOLARPETTAI	(km. 213.02)	SHORANUR	(km. 578.67)	60	5
SHORANUR	(km. 578.67)	MANGALORE	(km. 885.24)	60	5
IRUGUR	(km. 0.00)	COIMBATORE NORTH	(km. 15.02)	60	5
PODANUR	(km. 0.00)	METTUPALAIYAM	(km. 41.51)	60	5
PALGHAT	(km. 57.87)	PALGHAT TOWN	(km. 53.78)	40	5
SALEM	(km. 196.18)	SALEM MARKET	(km. 191.84)	40	5
SALEM	(km. 0.00)	METUR DAM	(km. 40.25)	40	5
ERODE	(km. 0.00)	TIRUCHCHIRAPPALLI FORT	(km. 137.16)	60	5
SHORANUR	(km. 0.00)	NILAMBUR ROAD	(km. 65.80)	30	5
JOLARPETTAI	(km. 213.02)	BANGALORE CITY	(km. 355.79)	60	5
BAIYAPPANAHALLI (including KJM bye pass)	(km. 0.00)	DHARMAVARAM	(km. 178.12)	40	5
SHORANURE (including short link)	(km. 0.00)	COCHIN HARBOUR TERMINUS	(km. 114.60)	60	5
ERNAKULAM	(km. 0.00)	TRIVANDRUM CENTRAL	(km. 219.98)	40	5
TRIVANDRUM CENTRAL	(km. 219.98)	NAGERCOIL	(km. 291.03)	40	5
NAGERCOIL	(km. 0.00)	KANNIYAKUMARI	(km. 15.51)	40	5
NAGERCOIL	(km. 291.03)	TIRUNELVELI	(km. 364.32)	40	5
BANGARAPET	(km. 0.00)	MARIKUPPAM	(km. 16.00)	35	5
MANGALORE	(km. 188.76)	KANKANADI	(km. 183.19)	40	5
TIRUCHCHIRAPPALLI	(km. 137.16)	TIRUCHCHIRAPPALLI JN	(km. 141.10)	60	5

(75)

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

No.88/CEDO/SR/13 New Delhi dated 5.9.89

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

Sub: Sanction for running of B.G. 8-wheeler OHE inspection car over electrified/being electrified with A.C. Traction B.G. sections on Central Railway.

.....

With reference to your application No. W.456/Y.3/BR dated 12.7.1989 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated for the running of 8-wheeler OHE inspection car to M/S BEML Bangalore's Sketch No.013(alt.1) provided with single engine and having a maximum axle load of 12.735t under tare and 15.184t under gross loaded condition on its own power over the following B.G. sections electrified/being electrified with A.C. traction at a maximum permissible speed as shown against each section.

S.No.	B.G. Sections	Max. permissible speed (In kmph)
1.	Bhusaval-Badnera-Wardha	105
2.	Tuglakabad-Agra Cantt.-Jhansi-Bina-Bhopal-Itarsi-Amla-Nagpur-Wardha-Balharshah.	105
3.	Itarsi-Bhusaval-Igatpuri.	105

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 furthur subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No.C.23/89 B.G. ,RDSO speed certificate No. MC/TW dated 13.4.89 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements of OHE Inspection Car to the profile for maximum moving dimensions of 1929 as shown in diagram No.14 and others of the B.G. Schedule of Dimensions (1973) has however, already been conveyed under Board's letter No. 88/CEDO/SR/12 dated 23.3.88, furthur corrected vide letter dated 15.4.88.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board

-/2

(76)

No.88/CEDO/SR/13 New Delhi dated 5.9.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 dt. 4.8.89.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 313 dated 19.7.1989.

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

(ASHOK KUMAR)
for Secratary Railway Board.

DA/Nil.

(77)

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

No.89/CEDO/SR/23 New Delhi dated 5.9.89

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

Sub: Sanction for running of 20.32t axle load B.G. bogie Pol tank wagon type 'BTPN' in empty and loaded condition over various B.G.sections on Central Railway.

.....

With reference to your application No.W-681/Y-80/BR dated 28.6.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. bogie tank wagon type "BTPN" fitted with two axle modified CASNUB 22-W(M) bogies, twin pipe graduated release air brake system fitted with slak adjuster and manually operated mech. empty load device, standard automatic C.B.C. of knuckle type (non-transition type) with a maximum axle load of 20.32t to R.D.S.O. drawing No.WD-86081-S-51/A in empty and loaded condition on the following B.G. sections of your Railway at a maximum speed shown against each section:

S.No.	Sections	Maximum speed in loaded condition (in kmph)	Maximum speed in empty condition (in kmph)
1.	Bombay (Wadi-Bunder)-Kalyan-Karjat.	65	65
2.	Kalyan-Kasara	65	65
3.	Kurla-Trombay	30	30
4.	Kurla-Wadala Road-Mahim Chord	45	45
5.	Kurla-Mankhurd	65	65
6.	Diva-Vasai Road	65	65
7. i)	Diva-Panvel-Apta-Pen	65	65
ii)	Pen-Thal-Vaigat/Nagothane-Roha Rd.	50	50
iii)	Panvel-Uran	50	50
8.	Karjat-Khopoli	40	40
9.	Lonavala-Pune-Daund-Kurduwadi-Solapur-Wadi	65	65
10.	Igatpuri-Bhusaval-Itarsi-Bhopal-Bina-Jhansi-Agra Cantt.-Mathura-Tuglakabad	65	65
11.	Manmad-Daund	65	65
12.	Bhusaval-Badnera-Wardha	65	65
13.	Itarsi-Jabalpur-Katni/New Katni Jn.-Satna-Manikpur-Naini(Allahabad)	65	65
14.	Itarsi-Amla-Nagpur-Wardha-Balharshah	65	65
15.	Chalisgaon-Dhule	30	30
16.	Jalamb-Khamgaon	65	65
17.	Badnera-Amravati	65	65
18.	Tadali-Ghugus	50	50
19.	Majri-Rajur	50	50
20.	Butti Bori-Umrar	40	40
21. i)	Amla-Junnordeo	65	65
ii)	Junnordeo-Parasiya	55	55
22.	Katni-Singrauli	40	40

/2

S.No.	Sections	Maximum speed in loaded condition (in kmph)	Maximum speed in empty condition (in kmph)
23.	Bina-Katni	65	65
24. i)	Bina-Guha-Ruthiyai	65	65
ii)	Ruthiyai-Pachor Road	30	50
iii)	Pachor Road-Maksi	50	60
25.	Jhansi-Manikpur	65	65
26.	Jhansi-Juhi (Kanpur)	65	65
27.	Bhimsen-Khairar	65	65
28.	Ait-Kunch	25	25
29.	Agra City-Idgah (upto C.Rly. Boundary)	45	45
30. i)	Raja-ki-mandi-Belanganj-Agra City	45	45
ii)	Agra City-Jamuna Bridge (upto C. Railway portion)	65	65

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 furthur subject to all other conditions/stipulations made in your Railway's Joint Safety Certificate No.W.13/89 B.G. and all other certificates accompanying your application referred to above.

The design of the wagon infringes clause No. 13(b) of Chapter IV(A) and the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and other of the B.G. Schedule of Dimensions(1973) but are well within 'X' class engines. These infringements have however, already been condoned under Board's letter No. 87/WDO/SR/8 dated 16.11.1988.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No.89/CEDO/SR/23 New Delhi dated 5.9.89.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(1)/82 dated 4.8.89.

2. The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.286 dated 4.7.1989.

3. The Director General (W) R.D.S.O., Lucknow-226011.

11/9/89
(ASHOK KUMAR)
for Secretary Railway Board.

(79)

No. 89/CEDO/BR/1. 5-9-1989.

The General Manager,
Western Railway,
Bombay.

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,89.

Ref:- Your office letter No.W.65/12 Vol.IV(83) dated 25/28-8-1989.

Please confirm that the figures shown under the columns 'No.of Major Bridges' and 'No.of Minor Bridges' in Statement 'A' appearing in your above quoted letter are both inclusive of ROBs and RUBs.

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

DA/Nil.

(80)

No.89/CEDO/BR/1. 5 - 9 - 89.

The General Manager,
South Central Railway,
Secunderabad.

Sub:- Major and Minor Bridges on Indian Railways as on 31-3-1989.

Ref:- Your office letter No.W.71/1/4/Vol.IV dated 9.8.89

*****

It is seen from the information received in Statement 'A' under your above quoted letter that ROBs/RUBs have been shown separately. According to specimen Statement 'A' enclosed with this office letter of even number dated 13-4-89, these ROBs /RUBs were required to be included under the respective headings ' Major Bridges' and 'Minor Bridges' and not to be shown separately.

It is therefore requested that revised Statement 'A' may please be sent immediately strictly according to the proforma.

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

DA:-One.

STATEMENT 'A'

TOTAL NUMBER OF BRIDGES

RAILWAY

Position as on	No.of Major Bridges (inclusive of ROBs & RUBs)	No.of Minor Bridges (inclusive of ROBs & RUBs)	TOTAL
1	2	3	4
31.3.1988			
31.3.1989			
Increase/Decrease over previous year figure.			
Reasons for Increase/Decrease.			

(82)

No.89/CEDO/BR/1. 5-9-89.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Major & Minor Bridges on Indian Railways as on 31/3/89.
Ref:- Your office letter No.W/29/1/2/3/M-I dated 20.4.89

Please refer to your office letter quoted above and expedite your reply.

(D.N.Machiwal)
for Executive Director Civil Engg:(B&S)
Railway Board.

(83)

89/CEDO/BR/1. 6-9-89.

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

Sub:- Major and Minor Bridges on Indian Railways as on 31st March, 1989.

Please refer to this office letter of even number dated 13/4/89 followed by reminder dated 28-7-89 and expedite the reply.

(D.N.Machiwal)
for Executive Director Civil Engineering (B&S)
Railway Board.

(84)

No.89/CKDO/BR/1. 6-9-89.

The General Manager,(Bridges)
Northeast Frontier Railway,
Maligaon,
Guwahati-11.

Sub:- Major and Minor Bridges on Indian Railways as on 31-3-89 ....

Please refer to this office letter of even number dated 13.4.89 followed by reminder dated 28.7.89 and expedite the reply.

(D.N.MacMiwal)
for Executive Director Civil Engineering (B&S),
Railway Board.

(85)

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

No. 88/CEDO/SD/8. New Delhi, Dated 6-9-89.

The General Managers,
All Indian Railways.

Subject:- Gradient in Station Yards.

****

Vide Correction Slip No.2 of Chapter IIR of Schedule II of BG Schedule of Dimensions issued in 1975, the recommended gradient in station yards was revised from 1 in 1000 to 1 in 1200. However, in Schedule-I, the gradient in Station Yards has been prescribed as 1 in 400. Keeping in view the fact that new type of BG rolling stock are fitted with roller bearings and consequently are prone to rolling down even on level formation, it has been decided by the Board that henceforth in case of all new constructions/remodelling, the minimum gradient to be provided in the Station Yards should be 1 in 1200. However, in case adoption of this gradient would entail heavy expenditure, an administrative reference should be made to the Board individually in each case before execution of the work for adopting steeper gradient.

2. Addendum and Corrigendum Slip is proposed to be issued in due course to incorporate an additional Note under item 3R of Chapter-II R - Station Yards of B.G.Schedule of Dimensions (1973) as follows:

> "However, in case adoption of this gradient would entail heavy expenditure, an administrative reference should be made to the Board individually in each case before execution of the work for adopting steeper gradient."

Please acknowledge receipt.

(Ashok Kumar)
Executive Director Civil Engineering (G)
Railway Board

(86)

No. 88/CEDO/SD/8. New Delhi, Dated 6-9-89.

Copy forwarded for information & necessary action to:-

1) The Director General, R.D.S.O., Lucknow - 226 011.

2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with 25 spare copies.

3) The General Managers/ DLW, CLW, ICF, RCF/Kapurthala, W&AP/Bangalore and Railway Electrification, Allahabad - 211 001.

4) The Chief Administrative Officer, Diesel Components Works, Patiala.

5) The Chief Administrative Officer, Central Organisation for Modernisation of workshops, New Delhi.

6) The Chief Administrative Officer (Con.), Central Railway, Bombay V.T.

7) The Chief Administrative Officer (Con.), Northern Railway, Kashmere Gate, Delhi.

8) The Chief Administrative Officer (Con.), Southern Railway, Egmore, Madras - 600 008.

9) The Chief Administrative Officer (Con.), South Central Railway, Rail Nilayam, Secunderabad - 500 371.

10) The Principal, Railway Staff College, Vadodara.

11) The Director, Indian Railway Institute of Civil Engineering, Pune.

12) The Director, Indian Railways Institute of Signal Engineering & Telecommunications, Secunderabad.

13) The Director, Indian Railways Institute of Mechanical & Electrical Engineering, Jamalpur.

14) The Director, Indian Railways Institute of Electrical Engineering, Nasik.

15) The General Manager (Con.), Northeast Frontier Railway, Maligaon, Guwahati.

16) The General Manager, Metropolitan Transport, Calcutta.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

(87)

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

No.89/CEDO/SR/2 New Delhi dated 12.9.1989

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

Sub: Movement of 8-axle B.G. Bogie Well Wagon owned by M/S Bharat Heavy Electrics Ltd., Hardwar on South Eastern Railway System.

.....

With reference to your application No.G/Well Wagon/Pt:IV dated 26.6.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated for the running of 8-axle B.G. bogie well wagon named 'ALAKNANDA' provided with standard wheel 'UIC' type fabricated bogie as used in BOX wagon, transition type CBC and vacuum brake to RDSO's drawing No. WD.87023-S-02(alt.4) having a maximum axle load of 20.3t in empty and loaded condition on the various B.G. sections of your Railway at a maximum speed of 40kmph.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is furthur subject to all other conditions/stipulations made in your Joint Safety Certificate No.8/89, RDSO's speed certificate No. MW/CS/BHEL/HD/BWHT dated 13.9.1988 and all other certificates accompanying your application referred to above. It may however be noted that whenever the wagon is loaded with an ODC, a separate sanction for ODC movement shall be obtained from the competent authority on your Railway and the wagon will move under extant ODC stipulations.

The sanction for condonation of infringements involved in the design of above wagon has however already been conveyed under Board's letter No.88/CEDO/SR/2 dated 23.8.1988.

(ASHOK KUMAR) 12/9/89
Exe. Director Civil Engg. (G)
Railway Board.

No.89/CEDO/SR/2 New Delhi dated 12.9.89.

Copy forwarded to:

1. The Chief Commissioner of Rly. Safety, Ashok Marg, Lucknow w.r.t. his endorsement No.RS.17-T(1)/82 dated 4.8.1989.
2. The Commissioner of Rly. Safety, South Eastern Circle, 14, Strand Rd. 12 floor, Calcutta w.r.t. his letter No.176/257/62 dated 27.6.89
3. The Director Standards (Wagon), R.D.S.O., Lucknow.

(ASHOK KUMAR)
for Secratary Railway Board.

(88)

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

No.89/CEDO/SD/17.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 11-9-89.

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

Sub:- Madras-Tambaram section - Existing Road Over Bridge No.23-A at Km:5/0-1 in Madras Egmore Station Yard (Exg.1 x 21.34 m Girder) in Dr.T.M.Nair Road, Proposed rebuilding - reg.

*****

With reference to your application No.W.352/XXII/3/CN dated 17-5-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement of vertical clearance to Note(c) under item 10 Chepter-I of M.G.Schedule of Dimensions (1963) involved in the rebuilding of existing ROB No.23-A as 2 x 20.00 m PSC Girder to cater for future requirement of additional tracks in Madras Egmore MG Yard with a vertical clearance of 5.27 m against the required minimum vertical clearance of 5.87 m as shown in Form-XI and Drawing No.159-88 Sheet of 1&2 of 2 accompanying your letter referred to above.

It is however noted that existing Semi through type 1 x 21.34 M Bridge with 4.50 vertical clearance erected in 1927 and is having extensive corrosion and it is not possible to provide the required vertical clearance of 5.87 m on the rebuilt ROB as it is located in the heavily built up area and bounded on both sides by Main Roads which create constraints in providing longer length of approach road. The steepest gradient would however be kept within 1 in 30 as stipulated by Highway Department.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/17. New Delhi, Dated 11-9-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -226 001 with reference to his Endorsement No.RS.RS.18-T(1)/84 dated 9.8.89.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 500 009 with reference to his letter No.304 dated 23.5.89.

(Ashok Kumar)
for Secretary Railway Board.

(89)

URGENT

No. 89/CEDO/BR/1. 12-9-1989.

The General Manager,
North Eastern Railway,
Gorakhpur.

Subject:- Major & Minor Bridges on Indian Railways as on 31.3.89.

References:- Your office letter No.W/29/1/2/3/84-I dated 8.9.89.

******

Please confirm that the figures shown under the columns 'No. of Major Bridges' and 'No. of Minor Bridges' in Statement 'A' appearing in your above Quoted letter are both inclusive of ROBs and RUBs. If not, please furnish revised figures in accordance with Statement 'A' enclosed with this office letter of even number dated 13th April,89.

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

(90)

No. 89/CEDO/EM/10. -9-89.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad.

Sub:- Electrification of Bayana - Tundla section - Administrative sanction for deviation from Schedule of Dimensions (BG)-1973 regarding height of ROB on Tundla-Agra-Bayana section of Western & Central Railway.

Please refer to this office letter of even number dated 21-6-89 (Copy enclosed for ready reference) and expedite the reply.

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

(91)

No.89/CEDO/SD/10. New Delhi, Dated -9-89.

The General Manager,
Railway Electrification,
Central Organisation,
Allahabad.

Sub:- Electrification of Bayana-Tundla section - Administrative sanction for deviation from Schedule of Dimensions BG - 1973 regarding height of ROB on Tundla-Agra-Bayana section of Western & Central Railway.

Please arrange to send the drawing showing the Index section regarding regrading of approaches and also the longitudinal profile of track under the bridge and approaches of Hariparbat ROB.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

(92)

Spare.

No.89/CEDO/SP/12. 12 - 9 - 89.

The Chief Project Manager,
Railway Electrification,
BHOPAL

Sub:- KHANDWA - Administrative sanction of Railway Board to adopt lower values of overhead clearances at KHV RO

*****

Please refer to this office letter of even number dated 28.4.1989 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

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

DA:-One.

(93)

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

No.89/CEDO/SB/12. New Delhi, Dated -9-89.

The Chief Project Manager,
Railway Electrification,
Bhopal.

Sub:- KHANDWA - Administrative sanction of Railway Board to adopt lower values of overhead clearances at KNW ROB.

Ref:- Your application No.CPM/BPL/ENGG/W/30/11 dated 17.3.89.

****

Please confirm that no turnout or cross over is located under KNW ROB or within 15 m (49'-0") from its centre. It may also be confirmed that all heights have been measured from the superelevated rail.

A drawing showing all the infringements indicated in the Annexure may also be sent alongwith photocopies of all the letters indicated in Remarks Column of the Annexure to enable this office to consider your application for condonation of infringements.

Sd/-28.4.89.
(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

(94)

No.89/CEDO/CEI/1. 15 - 9 -89.

The General Manager (Con/Planning),
South Central Railway,
Works Construction Branch,
Secunderabad - 500 371.

Sub:- Secunderabad Division (BG) - Telapur-Gullaguda Doubling (29.03 Kms.) - Diversion of Main line between KM:140/5-6 and 143/4-5 (2.80 Kms.).

Ref:- Your office letter No.W.Con.347/C/59 dated 13th March,1989.

Please refer to your office letter quoted above and expedite the reply.

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

(95)

spare

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.89/CEDO/SD/18 New Delhi, the 18-9-89.

My dear Singh,

Sub: Draft Memorandum for taking up design of longer MG Coaches of 21340 mm (70') length.

Enclosed please find a copy of Shri Wadhwa, Director Standards(Carriage)/RDSO's DO No.MC/SRTD/50679 dt. 29-8-89 on the above noted subject addressed to Shri J.S.Mundrey, Adviser/Civil Engineering, Railway Board. Please furnish your comments on the issues pertaining to Civil Engineering aspects by 30-9-89.

Yours sincerely,

14/9/89

Encl: As above. (Ashok Kumar)

Shri K.P. Singh,
Director Standards(Track),
RDSO,
Lucknow.

CEDO

To come

19/9

MOVING DIMENSIONS

The Civil Engineering of Board's Office are very actively concentrating on the possibility of running more wider and taller stock in the coming years. It is proposed to run 3660 mm (12'-0") wide x 4725 mm (15'-6") high rolling stock in the near future. To meet this end as a first step the profile for 3250 mm (10'-8") wide x 4265 mm (14'-0") high rolling stock has been cleared and Railways have been asked to remove the infringements if any in running of rolling stock built to this profile.

We have even designed a 3500 mm (11'-8") wide bottom discharge hopper wagon type 'BOBR' with cassubs 2220 (M) bogies having an axle load of 20.3t with a purpose to have the lesser tare weight and maxmum payload. The design of this wagon has been cleared by the Board for running on certain nominated routes for coal handling.

GRADIENT IN YARDS

The 1 in 400 gradient in station yard as per B.G.Schedule has not been found to be adequate in view of the adoption of roller bearings on Locomotives, Carriages and Wagons in lieu of plain bearings. Use of roller bearings eliminates friction and the usual occurence of Hot boxes. As the rolling stock fitted with roller bearings while standing yards are like to roll down with a little gust of wind, it has now been decided that only 1 in 1200 gradient will henceforth be provided in station yards and in case the Railways find any difficulty to do so they should obtain the Administrative approval of the Board.

To popularise the movement of commodities by rail rather than road Indian Railway have introduced the Container service. The containers loaded with commodities of daily use as picked up from one home in a particular city and delivered at the other in another city. This note is met with by picking up the containers on the special design trucks while on the road and container flats on the rail. Various sizes of containers such as 8'x8' & 8'x8'-6" are in use and more larger sizes 8'-6" x 9'-0" and 8'-6" x 9'-6" at par with I.S.O.are proposed to be used in the near future. Once this service is popularised, Indian Railways are bound to reap large and large profits every year. Civil Engineering Directorate have cleared the use of shorter wheel diameters on the container flats meant to carry the containers on rails. A separate Organisation named 'CONCOR' has also been set up to look after the interests to popularise this service.

We are pledged to modernise our rolling stock with the latest techinques available in the world and increase the capacity of the rolling vis-a-vis to make the track to make it fit to move the same with utmost safety.

(77)

As desired, a Note on the various important activities concerning Civil Engineering aspects finalised in CENO Branch is put up for information of Adviser Civil Engineering.

13/3/89

RDCR(G)

Adv.(CE)

Dafteries have been separately sanctioned to the Drawing Offices on the basis of maintenance of the Dravings and for day to day work in Drawing Office

Daftary in CEDO has been working for the last 35 years. It was only on promotion of Shri.J.P.Sharma as Reneo Operator that he was releived on 28-2-89 from CEDO on the written communication of the then Deputy Secretary(G) vide his note dated 28-2-89 (Copy enclosed) that assistance of a daftary will be provided to CEDO on a day-to-day basis till such time a regular daftary is posted. But neither any assistance is being rendered nor any daftary has been posted in CEDO Branch by E.R.B.-V.

Under these circumstances, it is requested that the post of daftary lying vacant in CEDO since 1st March,89 may be filled up immediately in the interest of office work.

EDCE(G)

Dy.Secy (G)

No.88/CEPO/SD/1. -9-89.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at 3 stations on Ex-Dongargarh-Gondia Section of South Eastern Railway.

*****

Please refer to this office letter of even number dated 26-7-89 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(100)

Issue Rs 26/7/89

S no 2

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

No. 88/CEDO/SP/1.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 26-7-89.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

A S no 1/3

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour light signalling at 3 stations ex:Dongargarh to Gondia section of South Eastern Railway.

Ref:- Your office letter No.CPM/BSP/BNRR/SAT/SIG/11/3 dated 19-5-89.

Please refer to item 16 of Form-II enclosed with your above quoted letter. The infringement of clearance to UP Main starter signal at Km/Chainage 994.11 from centre line of track when 2^{0}_{10} curve exists has not been correctly worked out.

A clearance of 2360 mm is required as per Schedule. Adding to it the curve allowance of 13 mm and 335 separately and then subtracting the actual available clearance, it may be seen that there is no infringement to this structure. It is therefore desired that this item 16 may be rechecked and correct position advised.

(ASHOK KUMAR)
Executive Director Civil Engineering (G),
Railway Board.

26/7/89
Dy Secretary

Annex V

(101)

M.G. TRACK STANDARDS

The standards of track structure to be adopted on Metre Gauge were revised in February '84 and are given below :-

Category of route	Speed	Traffic density	Rails	Sleeper Density (No./Km.)	Ballast Cushion (cm)
Q	More than 75 kmph	-	90(new)	1540	25 (30 where speed is 100 kmph or above)
R-I	Upto 75 kmph	More than 5GMT	90 R(new)	1540	-do-
R-II	Upto 75 kmph	2.5 to 5GMT	IInd hand 90R or 75R (new)	1540	20 (25 where LWR is contemplated)
R-III	Upto 75 kmph	1.5 to 2.5GMT	IInd hand 90R or 75R (new)	1308 1540(where LWR is con-templated)	-do-
S-I	Less than 75 kmph	Less than 1.5GMT	IInd hand 90R	-do-	15 20 with SWR and 25 where LWR is contemplated
S-II			IInd hand 75R	-do-	-do-
S-III			IInd hand 60R	-do-	-do-

•••••••••

(102)

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

No. 86/WE0/BR/8.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 1-8-89.

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

Please refer to this office letter of even number dated 24-10-86 (Copy enclosed for ready reference) followed by reminders dated 11-2-87, 19-6-87 and 25th May,88. The information has not so far been received from your railway inspite of repeated reminders.

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

The Receipt of this letter may please be acknowledged.

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

Dy/as above.

(103)

No. 86/WDO/SD/8. New Delhi, dated. 24-10.1986

The General Manager(Engg)
Railway,

Sub: Removal of infringements to 'X' class moving dimensions on the broad gauge.

The 'X' class moving dimensions on the broad gauge permit a maximum height of 4470 mm above rail level at the track centre. However, due to some infringements, a maximum height of only 4265 mm is at present cleared for free movement of rolling stock on the entire B.G. system.

It has been brought to the notice of the Board that most of these infringement are on the electrified net work where safe distance between the OHE and rolling stock is not available. Prima facie it would be possible to remove these infringements without incurring major expenditure. This would permit higher wagons and coaches to be built and would help the railways to further optimise the throughput potential. ..s.

The Department of Railways (Railway Board) desire to know the sections in the enclosed proformae 'A' & 'B' where 'X' class moving dimensions are permitted and where these are not permitted and the likely date by which the sections not cleared for 'X' class moving dimensions will be made fit for 'X' class moving dimensions.

Please acknowledge receipt.

(AMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

PROFROMA 'A'

----------Railway,

B.G. SECTIONS CLEARED FOR 'X' CLASS MOVING DIMENSIONS
(i.e. 4470 m.m. height.)

S.No.	Name of the section

PROFORMA 'B'

_____ Railway

B.G. SECTIONS NOT CLEARED FOR 'X' CLASS MOVING DIMENSIONS.

S.No.	NAME OF SECTION	HEIGHT IN (mm) OF ROLLING STOCK PERMITTED FOR MOVEMENT	DETAILED REASONS FOR NOT PERMITTING 'X' CLASS MOVING DIMENSION (i.e. 4470 mm HEIGHT	LIKELY DATE BY WHICH THE INFRINGEMENTS IN HEIGHT WILL BE REMOVED AND SECTIONS MADE FIT FOR 'X' CLASS MOVING DIMENSIONS (i.e. 4470 mm HEIGHT)	REMARKS

(106)

No.86/WDO/SP/8. 1-9-89

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Removal of infringements to 'X' Class Moving Dimensions on the Broad Gauge.

Ref:- your office letter No.W.591/1/Vol.2 dated 12-11-86.

Please refer to this office letter of even number dated 24-10-1986 (Copy enclosed for ready reference). Although an acknowledgement for receipt of this letter was conveyed to this office under your above quoted letter but the information required in performa 'A' & 'B' is still awaited from your railway.

It is therefore requested that the necessary information may please be sent to this office without any further delay.

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

(107)

No. 86/WDO/SD/8. New Delhi, dated. 24-10.1986

The General Manager(Engg)
Railway,

Sub: Removal of infringements to 'X' class moving dimensions on the broad gauge.

The 'X' class moving dimensions on the broad gauge permit a maximum height of 4470 mm above rail level at the track centre. However, due to some infringements, a maximum height of only 4265 mm is at present cleared for free movement of rolling stock on the entire B.G. system.

It has been brought to the notice of the Board that most of these infringement are on the electrified net work where safe distance between the OHE and rolling stock is not available. Prima facie it would be possible to remove these infringements without incurring major expenditure. This would permit higher wagons and coaches to be built and would help the railways to further optimise the throughput potential. ..2.

The Department of Railways (Railway Board) desire to know the sections in the enclosed proformae 'A' & 'B' where 'X' class moving dimensions are permitted and where these are not permitted and the likely date by which the sections not cleared for 'X' class moving dimensions will be made fit for 'X' class moving dimensions.

Please acknowledge receipt.

(ARIMARDAN SINGH)
Jt. Director Civil Engg.(G)
Railway Board.

PROFORMA 'A'

.----------Railway,

B.G. SECTIONS CLEARED FOR 'X' CLASS MOVING DIMENSIONS
(i.e. 4470 m.m. height.)

S.No.	Name of the section

PROFORMA 'B'

_____ Railway

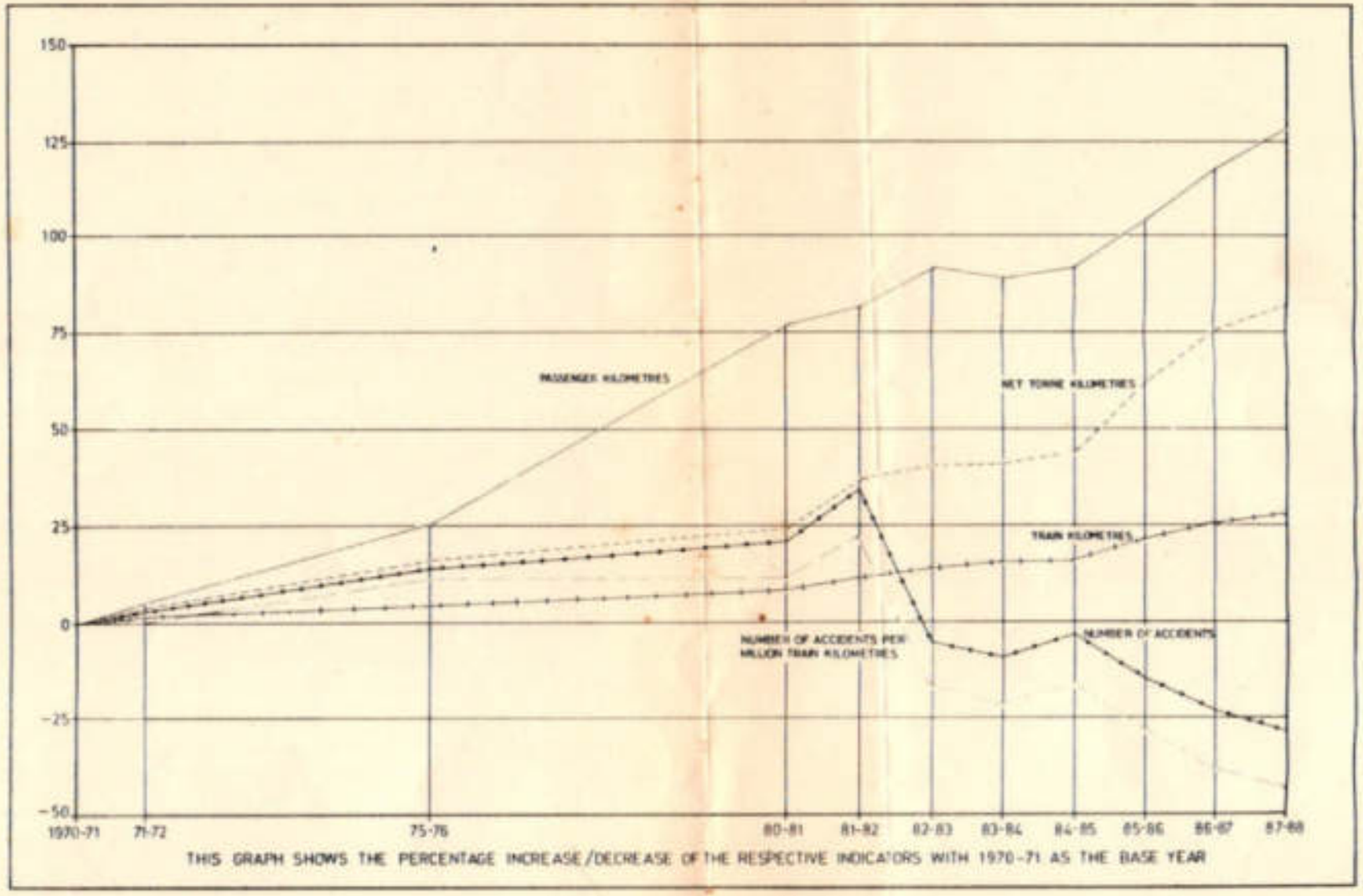
B.G. SECTIONS NOT CLEARED FOR 'X' CLASS MOVING DIMENSIONS.

S.No.	NAME OF SECTION	HEIGHT IN (mm) OF ROLLING STOCK PERMITTED FOR MOVEMENT	DETAILED REASONS FOR NOT PERMITTING 'X' CLASS MOVING DIMENSION (i.e. 4470 mm HEIGHT	LIKELY DATE BY WHICH THE INFRINGEMENTS IN HEIGHT WILL BE REMOVED AND SECTIONS MADE FIT FOR 'X' CLASS MOVING DIMENSIONS (i.e. 4470 mm HEIGHT)	REMARKS

(109)

TRAIN ACCIDENTS VIS-A-VIS TRAFFIC INDICATORS

ANNEXURE-I



THIS GRAPH SHOWS THE PERCENTAGE INCREASE/DECREASE OF THE RESPECTIVE INDICATORS WITH 1970-71 AS THE BASE YEAR

TRACK STANDARDS FOR GROUP A, B, C, D & E ROUTES OF B.G.

ANNEXURE-II

Sanctioned Speed kmph	GROUP 'A' Upto 160		GROUP 'B' Upto 130			GROUP 'C' Suburban Section		GROUP 'D' Upto 100				GROUP 'E' Less than 100 & Branch Lines			
GMT	Over 20	Less than 20	Over 20	15-20	Less than 15	Over 20	Less than 20	Over 20	15-20	10-15	Less than 10	Over 20	15-20	10-15	Less than 10
RAIL(kg/m)	60	52 (60 IF PRC SLEEPERS USED)	60	52 (60 If PRC Sleepers used)	52	60	52	60	52 (60 If PRC Sleepers used)	52	52	Normally released rails of 44.6 kg/m & above may be used. If primary renewal is considered necessary and traffic density is more than 5 GMT, 52 kg Railshould be used.			
SLEEPER DENSITY No.PER km	1660		1540 (1660 for speed beyond 130)	1540		1540 (1660 for speed beyond 130)	1540	1540			1310	1310			
SLEEPER & FASTENING	WOODEN, CONCRETE STEEL SLEEPERS WITH ELASTIC FASTENINGS		WOODEN , CONCRETE, STEEL & CST-9 (AS TEMPORARY MEASURE) WITH ELASTIC FASTENINGS EXCEPT FOR CST-9 SLEEPERS.					WOODEN AND METAL SLEEPERS WITH DOG SPIKES (TO BE GRADUALLY REPLACED BY SCREW SPIKES), TWO WAY KEYS, ANTICREEP BEARING PLATES.							
BALLAST (CUSHION SECTION)	300 AS PER LWR MANUAL		250 mm AS PER IRP WM EXCEPT ON LWR WHERE LWR FOLLOWED.			250 mm		200 mm MANUAL IS TO BE				150 mm AS PER IRPWM			
POINTS & CROSSINGS	CURVED SWITCHES AND CMS CROSSINGS		CURVED SWITCHES & CMS CROSSINGS FOR TRAFFIC OVER 20 GMT.			CURVED SWITCHES & CMS CROSSINGS FOR TRAFFIC OVER 20 GMT		STRAIGHT SWITCHES & FABRICATED CROSSINGS. ON SECTION WITH TRAFFIC OVER 20 GMT, CMS CROSSINGS ARE REQUIRED.				STRAIGHT SWITCHES & FABRICATEDCROSSINGS.			

ANNEXURE-III

TRACK STANDARDS FOR Q.R. & S. ROUTES OF M.G.

ROUTES		MAX. PERMISSIBLE SPEED Kmph.	TRAFFIC DENSITY (GMT)	RAILS	SLEEPER & FASTENING	SLEEPER DENSITY No.PER KM	BALAST CUSHION
Q		MORE THAN 75	GENERALLY MORE THAN 2.5	90R(NEW)	WOODEN WITH CONVENTIONAL FASTENINGS OR CST-9 (CONCRETE SLEEPER WITH ELASTIC FASTENINGS IS ALSO PERMITTED WHERE SPEED IS 100 km/h OR ABOVE)	1540	250 mm (300 mm where speed is 100 km/h or above)
R	R1	UPTO 75	MORE THAN 5	90R(NEW)	CST-9 or WOODEN WITH CONETIONA FASTENINGS	1540	250 mm
	R2		BETWEEN 2.5 to 5	2nd HAND 90R or 75R (new)			200 mm (250 mm where LWR is contemplated).
	R3		BETWEEN 1.5 to 2.5	2nd HAND 90R or 75R (new)		1308	
S	S1	LESS THAN 75	LESS THAN 1.5	2nd HAND 90 R	EXISTING TYPE WITH RIGID FASTENINGS	1540 WHERE LWR IS CONTEMPLATED	150 200 with SMR. 250 where LWR is contemplated
	S2			2nd HAND 75 R			
	S3			2nd HAND 60R			

South Central Railway

Hyderabad Division

M. G.

Page No. of Rail	Girder Bridges	Arch Bridge	Pipe Culvert	Slab Bridge	Box culvert	others	Total	Remarks
Page 63-79 S.No.1			Hyderabad — Dronachellam					
HYD-DNC (1)	7	6	3	11	–	3	30	
Kms (184-90-296-93) (2)	9	4	4	13	–	4	34	
(3)	7	8	2	11	–	2	30	
(4)	4	7	2	2	–	20	35	
(5)	4	6	1	4	–	22	37	
(6)	7	5	–	7	–	13	32	
(7)	–	2	–	3	–	2	7	
(8)	6	8	–	13	–	8	33	
(9)	8	4	2	11	–	8	33	
(10)	11	1	1	12	–	11	36	
(11)	6	6	–	21	–	3	36	
(12)	11	3	2	13	–	6	35	
(13)	5	5	–	16	8	–	34	
(14)	12	6	5	8	–	4	35	
(15)	11	4	6	8	–	3	32	
(16)	21	–	–	9	–	4	34	
(17)	13	–	1	12	–	5	31	
Page 51-52			Guntakal Division					
DNC - GTL			Dronachellam – Guntakal					
(296-93 - 443-06) Kms								
(1)	5	5	2	11	–	6	29	
(2)	6	1	2	12	–	4	25	
			Hubli Division					
(GDK – UBL 443-46 – 466)			Guntakal – Hubli					
Page (1-27) (1)	7	11	4	4	–	–	26	
(2)	1	3	–	–	–	–	4	
(3)	8	18	7	7	–	2	42	
(4)	11	15	4	6	–	4	40	
(5)	10	3	3	7	–	2	25	
(6)	17	2	4	9	–	3	35	
(7)	18	1	–	18	–	7	44	
(8)	6	4	5	24	–	4	43	
(9)	2	–	–	2	–	–	4	
(10)	8	2	4	13	–	4	37	
(11)	17	17	2	3	1	3	45	
(12)	5	1	1	2	–	1	10	
Grand Total	263	156	67	298	9	158	951	

(114)

Ref: EDCE(G)'s Lr dt. 4-8-89 on [illegible]

Daftaries have been separately sanctioned to the Drawing Offices on the basis of maintenance of the Drawings and for day to day work in Drawing Offic

Daftary in CEDO has been working for the last 35 years. It was only on promotion of Shri.J.P.Sharma as Roneo Operator that he was releived on 28-2-89 from CEDO on the written communication of the then Deputy Secretary(G) vide his note dated 28-2-89 (Copy enclosed) that assistance of a daftary will be provided to CEDO on a day-to-day basis till such time a regular daftary is posted. But neither any assistance is being rendered nor any daftary has been posted in CEDO Branch by E.R.B.-V.

* F/A.

Under these circumstances, it is requested that the post of daftary lying vacant in CEDO since 1st March,89 may be filled up immediately in the interest of office work.

31/8/89
EDCE/[illegible]

EDCE(G)

Dy.Secy (G)

11/9/89

(115)

सिविल इंजी नियरिंग निदेशालय में इस समय निम्न अधिकारी एवं अनुभाग हैं :-

1- सलाहकार (सी·ई·),
2- कार्यकारी निदेशक (सी·ई·)-II,
3- कार्यकारी निदेशक (बी·एस·),
4- कार्यकारी निदेशक (सी·ई·बी·),
5- सी·ई·-I अनुभाग,
6- सी·ई·-II अनुभाग,
7- सिविल डिफेंस अनुभाग,
8- सी·ई·डी·ओ· अनुभाग और
9- फैक्टो प्रिंटिंग एवं रिकार्ड अनुभाग ।

वर्तमान निर्देशों के अनुसार सलाहकार पद के अधिकारी को एक अलग से चतुर्थ श्रेणी कर्मचारी का हकदार है तथा अन्य अधिकारी एवं अनुभाग तीन यूनिटों पर एक चतुर्थ श्रेणी कर्मचारी के हकदार हैं । इस प्रकार सिविल इंजी नियरिंग निदेशालय को 4 चतुर्थ श्रेणी कर्मचारियों को रखने का हकदार है । इसके अति अतिरिक्त निदेशालय में एक दफ्तरी का पद पर्याप्त है ।

उपरोक्त निदेशालय में इस समय निम्न चतुर्थ श्रेणी कर्मचारी कार्यरत हैं :-

संदेशवाहक	दफ्तरी
1- श्री मोती राम,	1- श्री एम·के· भल्ला·
2- श्री बसन्त वल्लभ पाण्डे,	
3- श्री ओम प्रकाश-S,	
4- श्री मिलखी राम·	

उपरोक्त से स्पष्ट है कि वर्तमान कर्मचारी निदेशालय के मात्रा के अनुरूप हैं ।

अनुभाग अधिकारी
ई·आर·बी·-S

उप सचिव (आ0)

कार्यकारी निदेशक (सी·ई·बी·) निदेशक के लिये

C.E-Br

प्रवेश कुमार
4/8/87

Mr Sami
4/8/87

सिविल/ई· म· अधिकारी

P.T.O.

(116)

No.84/WDO/SB/19. 18-9-1989.

The General Manager,
North Eastern Railway,
Gorakhpur.

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

*****

Please refer to this office letter of even number dated 29.11.84 (Copy enclosed for ready reference) and subsequent reminders dated 7-11-86 & 20.5.88. The reply may please be expedited without any further delay.

The receipt of this letter may please be acknowledged.

DA:-as above.

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

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(117)/(1)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 29-11-84. 19

No.84/WD0/BR/19.

The General Manager,
North Eastern Railway,
Gorakhpur.

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

******

Para 45 of the report of Shri.K.J.M.Kutty, Commissioner of Railway Safety, North Eastern Circle, Gorakhpur on the above mentioned subject and General Manager's comments thereon are reproduced below:-

Para 45 of the report:- "The gradient in the station yard is at places steeper than what is shown in drawing (1 in 400). A survey of Kathgodam and similar yards may be carried out and the gradient brought to the designed one, if this is not possible due to practical difficulties, the Railway may come up for sanction for infringements."

General Manager's comments: "A survey of Kathgodam station yard is being carried out by BRM/ISM to determine the exact gradient. In case, the gradient is found on actual verification beyond permissible limits, the matter will be moved for obtaining CRS's sanction for infringements, if any."

The Board desire to know the latest position of the case in order to enable the Board to send the final reply to Chief Commissioner of Railway Safety, Lucknow. This may be treated as urgent.

Sd/-
(G.O.Garg)
Jt.Director Civil Engineering (G),
Railway Board

(117)/2

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

No.89/CEDO/CLW/1. New Delhi, Dated 7 -9.89.

The General Managers,
All Indian Railways.

Sub:- i) New lines/Doublings/Conversions opened and lines restored during the year 88-89.

ii) Lines dismantled during 1988-89.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1989.

*****

Reference is invited to this office letter No.88/CEDO/CLW/1 dated 4-4-88 in response to which this office was furnished with three copies of the Statement and Plans showing the works as mentioned in the subject noted above for the year 1987-88 under your reference mentioned below.

The Ministry of Railways desire that the information as mentioned at item i), ii) and iii) inthe subject noted above may please be furnished for the year 1988-89 also at the earliest.

The receipt of this letter may please be acknowledged.

Sd/-
(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

1. Central Railway's letter No.EW.481.PR/10 dated 24/25-6-87.
2. Eastern Railway's letter No.CE/Con/W/16 Pt.III/134 dated 9.12.88
3. Northern Railway's letter No.90-W/W.Syl/General dated 14-10-88.
4. North Eastern Railway's letter No.W/Con/286/5 Pt.I/W-2/7611 dated 27.4.88
5. Northeast Frontier Railway's letter No.W/260/0/Pt.IV/W-7 dated 25.5.88
6. Southern Railway's letter No.W.347/1/Vol.IV/CN dated 25.4.88
7. South Central Railway's letter No.W.Con/387/61 (Vol.II) dated 17.5.88.
8. South Eastern Railway's letter No. AE/Kilometrage/88-89 dated 29.6.88.
9. Western Railway's letter No.WNG.415/5 dated 3.6.88

(118)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 89/CE-II/Misc./1 New Delhi, 8.9.89

Sub: ME's address on 4.9.89

A note containing important points mentioned by ME in his address to the Officers of the Civil Engineering, Works and MTP Dtes. on 4.9.89 is enclosed herewith for information and necessary action.

(V.K.RAIZADA)
EXECUTIVE DIRECTOR/
CIVIL ENGINEERING (P)

Forwarded to:-

ADV/CE, ADV/Works & ADV/MTP.

Copy to:-

All Executive Directors of Civil Engg., Works & MTP Dtes. - alongwith 15 spare copies for distribution among all Officers of their Dtes.

Copy to:- PS/ME for ME's kind information (5 spare copies).

(119)

M.E.'S ADDRESS TO THE OFFICERS OF THE CIVIL ENGG., WORKS & MTP DTES. ON 4-9-89

M.E. addressed the Officers (from Advisers down the line to Section Officers/Desk Officers) of Civil Engg., Works and MTP Dtes. on 4-9-89 and made the following important observations :-

All Officers

i) M.E.'s address was basically to impress upon the Officers about what was expected of them. He exhorted them to do their best and show positive improvement in the quality of work handled by them.

ii) Replies to the references received from the Railways should be prompt. D.O. references from PHODs or GMs should be replied promptly and clearly, even where the Railway's request cannot be accepted.

iii) Cases requiring Finance's concurrence should be sent to the Finance Dte. only after the officer dealing with the case is himself convinced of the justification. Officers should keep track of the cases sent to Finance and see that they are received back in time. Cases getting delayed in Finance should be got expedited through personal contacts.

iv) The quality of work is the most important aspect of working in the Board's Office. Cases should be dealt with commonsense and wisdom. Since the dealing in the Board's Office is a macro level dealing, the overall view of the Indian Railways as a whole should be taken and the pros and cons weighed. The overall health of the system should be guarded so that the system remains safe. Paper work of M.E. should be cut down so that he can spend more time in policy formulation and implementation. EDs and Advisers can seek ME's guidance in the important cases but the disposal in the majority of the cases (75-80%) should be at the EDs' level and in other cases (20-25%) at the Advisers' level. Only where policy decision is involved, papers may go to ME. Instances of papers being put up to ME for perusal before issue should be rare. All EDs and Advisers must strive to ensure that there is a distinct reduction in ME's paper work. ME may, however, be apprised of the important decisions by EDs/Advisers personally.

CEDs To put up a list

v) Large number of important references including estimates are pending in the Board's office. EDs should monitor them and should make a list of all important pending cases which should be disposed off expeditiously. A list of these cases should also be sent to ME for his information.

vi) ME mentioned that he would be passing on some important cases to EDCE(P) for study, etc. for which purpose the information required by EDCE(P) should be promptly supplied as the information would be called for by EDCE(P) on ME's behalf.

...2

vii) In all the meetings called by ME, he would expect officers to be very punctual.

viii) EDs wanting to meet ME should tell PS to ME in the forenoon so that he may fix up time for the purpose. Advisers can meet ME after talking to him on intercom. However, in urgent cases, Advisers can see ME any time.

ix) If an urgent file is pending with ME, the fact may be brought to his notice by talking to him on intercom so that the file could be got disposed off promptly.

x) Old reports and other unimportant papers lying in ME's Chamber may be removed. Officers may also take an inventory of the various /papers kept in their own chambers with a view to getting rid of unwanted papers and keeping their chambers neat and tidy.

CEDs To follow up & let us know.

xi) Officers may give folders containing important data to ME which he may be able to refer to as and when required.

xii) Minutes of the meeting taken by ME need not be put up to him for approval, and they can be issued straightaway at EDs' level.

xiii) ME may be kept verbally apprised of all important matters. Files should not be sent to him for this purpose.

xiv) ME highlighted some important objectives which he was very keen to achieve. They are mentioned in the succeeding paragraphs.

2. Objectives to be achieved :

2.1 Concrete sleepers :

ADV/CE
EDTk(M)

a) Use of PSC sleepers has to be maximised with a view to ensuring that in the next 3 years time, the requirement of CST-9/steel and wooden sleepers can be brought down to negligible level.

b) Railways must create adequate infrastructure such as formation rehabilitation, full ballasting, organisation for mechanised maintenance and laying so that they are in a position to totally switch over to PSC sleepers in the next 3 years time. All new projects should get concrete sleepers.

c) Mechanised unloading facility for PSC sleepers in the block sections will have to be created, and haphazard and unsafe unloading will have to be guarded against.

...3

d) Quality and thickness of rubber pads will have to be standardised for imparting better elasticity and durability to these pads.

e) PSC sleepers will eventually be used on sidings also. Positive decision in regard to maintenance methods for such sidings will have to be finalised.

f) Incentive scheme for maximising the production of PSC sleepers be finalised by 1-10-89.

g) Time for completion of new concrete sleeper factories be reduced by 50% so that they are ready in 6-8 months time.

h) Use of PSC sleepers for level crossings will have to be made in a big way. Railways should be asked to display more initiative in the matter. (N.Rly. has done good work in this regard).

i) Use of PSC sleepers on points & crossings will have to be resorted to in a big way for which purpose a time bound programme will have to be given to the Railways. On important routes laid with 60 kg rails, use of PSC sleepers on points & crossings should be made obligatory.

j) Dwindling supplies of wooden specials would necessitate replacement of bridge timbers by PSC sleepers. RDSO should be asked to develop suitable PSC sleeper for the purpose.

2.2 Formation rehabilitation :

ADV/CE
EDCE(P)

10 year plan of formation rehabilitation has to be rigidly implemented. Railways were recently asked to re-identify the bad formation stretches. All such formations which keep on gulping the ballast may be treated as bad formations. A watch should be kept on timely creation of organisational set up by the Railways for identifying and treating bad formation areas.

2.3 Ballasted deck bridges :

ADV/CE
ADV/W
EDCE(B&S)

As far as possible, all bridges should have ballasted deck including major bridges. Only in exceptional cases, ballasted decks should be dispensed with.

2.4 Mechanisation of track maintenance/relayings :

ADV/CE
EDTk(MC)

a) Some of the Railways have still not committed themselves to mechanisation in a big way and have displayed lack of positive attitude and approach.

b) Distribution of machines should be based on actual needs and should not be done arbitrarily. Initial few 09 Series of machines should be given to nearby Railways such as Northern Rly. and after the working of these machines gets stabilised, then they can be distributed to other far off Railways.

...4

(122)

c) One SAG Officer on the major Railways using machines should be made exclusively incharge of developing and monitoring the use of machines and ensuring good productivity. Railways cannot afford to use these costly machines for just 2 hours a day.

d) Change of incumbents should not take place too often. Continuity of the officers/staff engaged in machine organisation must be ensured.

e) Performance of PQRS should be particularly watched and Railways showing poor performance should be taken up. Since adequacy of traffic blocks for working these machines is being watched at CRB's level, there is no excuse for Railways not to show adequate progress. If required, the poor progress should be telephonically brought to GM's personal notice by EDTk(MC)/ADV(CE).

f) Procurement procedure for spare parts for machines should be streamlined. Only genuine and reliable spare parts should be purchased for which purpose drawings and specifications may be standardised. Strategy for making procurement foolproof should be finalised in the next 30 days' time.

2.5 New constructions :

ADV/W
EDW

a) New constructions must not be permitted with improper cuttings, weak formations, sharp curves, reverse curves which provide built in permanent speed restrictions for all time to come. Example of Cuttack-Paradeep line (with permissible speed of only 50 km/h) which because of bad formation has large number of speed restrictions of 15-20 km/h, was cited. Vijayawada-Waltair section also has a large number of restrictions due to bad formation. Recently constructions of new Krishna and Godavari bridges have speed restrictions due to sharp curves of 4° on the approaches without adequate transitions.

b) Only hard ballast should be used in construction so that it is fit for eventual machine maintenance.

c) Reverse curves and sharp curves of more than 1.5° should be avoided. Aim should be to include long straights of 8-10 km length. On doublings and conversions the aim should be ease the existing sharp curves and relax the existing speed restrictions.

d) All new constructions must aim at technical excellence for which the seniormost construction officer must assume the main responsibility.

e) Newly constructed lines should be of such quality that they could be opened for passenger traffic straight-away.

f) Open Line should take over newly constructed lines without any delay and there should be no attempt to let the Construction Organisation continue with the maintenance of such lines after they are opened to traffic.

g) Number of level crossings, specially the unmanned level crossings on the new lines, must be restricted to the barest minimum. If required, underpasses or road overbridges may be constructed in the first instance as manning of unmanned level crossings later on is a very expensive proposition.

2.6 Quality of P.Way work :

ADV/CE
ADV/W

Excellence in the quality of P.Way, both at the time of new layings, doublings, conversions, as also relayings should be endeavoured. For this purpose, quality of flash butt welding and site welding ... should be top class. Similarly, formation treatment of weak formation lengths should precede relaying works for which a directive has recently been issued to the Railways.

2.7 Tours by EDs and Advisers :

All Advisers
All EDs

EDs and Advisers should visit the Railways as often as possible preferably on the week-ends, with a view to monitoring the quality of work on the Railways and giving a feedback to ME after their return.

2.8 Accidents on P.Way account :

ADV/CE
EDCE(P)

a) Large percentage of accidents attributed to P.Way (15-20%) is a cause for serious concern. Position is particularly bad on SE Rly. where over 30% of the accidents are on P.Way account. Accidents due to sinkage of track, variations in cross levels etc. are unpardonable. Even derailments due to rail fractures can be minimised by resorting to more frequent ultrasonic flaw detection and patrolling of accident/fracture prone lengths. A drive should be instituted by all the Railways to bring down accidents due to P.Way.

b) Accidents in yards due to presence of sub-standard rails (For example, a recent case of derailment in Indore Yard due to presence of 75 R rail on a BG running line), should be guarded against.

c) Other accidents, solely due to carelessness, such as trolley/lorry accidents, derailment at work spots due to either sub-standard work or infringement, should be viewed very seriously.

2.9 Wasteful expenditure :

ADV/CE
ADV/W

Unnecessary and wasteful expenditure should not be allowed. Premature investments should not be permitted so as to avoid creation of assets which remain unutilised for years together.

2.10 Training of probationary officers :

All Officers

Lot of care and attention should be bestowed on the training of young probationary officers so that they are properly nursed and developed. Senior Officers must find time and brief these officers as often as possible. They should also see that officers get proper training and imbibe an excellent work culture.

(124)

No.88/CEDO/ONI/24.

18.9.89.

The General Manager,
Western Railway,
Bombay.

Sub:- Opening of the Second line between Panch Piplia 'B' Cabin and Panchpiplia (KM:597.202 & 596.21) on Ratlam-Godhra Section of Ratlam Division of Western Railway.

Please refer Endorsement No.2 of this office letter of even number dated 14.2.1989 (Copy enclosed for ready reference) and expedite the reply.

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

DA:One.

(125)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.86/WD0/SD/6.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19-9-89. 19

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of the infringement to the B.G.Schedule of Dimensions by the vertical and diagonal members of open web girder of bridge No.10-A (10x61.0 M.G.) at Km:3/5 between Moradabad City and Got Stations on Moradabad-Kashipur Section in connection with Gauge Conversion of Moradabad-Kashipur Section from Metre Gauge to Broad Gauge.

*****

In view of the position explained in your office letter No. W/Con./29/246/W-I/Pt.II dated 16th June,89 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways agrees to the extension in time beyond 1988 for a further period of one year upto December,1989.

Please acknowledge the receipt.

(Ashok Kumar)
for Executive Director Civil Engineering (3),
Railway Board.

No.86/WD0/SD/6.

New Delhi, Dated 19-9-89.

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(6)/84 dated 29th August,89.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273 012 with reference to his letter No.206/3493/Pt.IV dated 6.7.89.

(Ashok Kumar)
for Secretary Railway Board.

(126)

No. 84/WDO/GHI/2. 20.9.1989.

The General Manager (W),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Inspection Report of Commissioner of Railway Safety, North Eastern Circle, Gorakhpur to opening of New B.G.line from NBQ to GHY/BNL on N.F.Railway.

******

Please refer your office letter No.W/168/CRS/BG/83-84/W-7 dated 15-9-1988 and expedite the reply.

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

(127)

No. 86/WDO/SR/8. 20-9-89.

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

Sub:- Removal of infringements to 'X' Class Moving Dimensions in the Broad Gauge.

Ref:- Your office letter No.W.444/MZ/BR/VI-A/73 dated 12.9.1989.

As your letter No.W.44.M2-BR/VI-A dated 21.9.88 has not been received in this office and appears to have been lost somewhere during transaction, it is requested that a Photo copy of the same may please be sent immediately for reference and use in this office.

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

Dis:-Nil.

THE MOVING DIMENSIONS - SCENARIO in 2000

In order to effect improvement in throughput, it is necessary to liberlise the moving dimensions of the rolling stock. A beginning has already been made in this direction by permitting movement of Bottom Discharge Hopper Wagons (BOBR) having a width of 3500 mm as against the width of 3200 mm catered for BG Moving Dimensions of 1929. These wagons will be utilised for transporting bulk commodities like coal. The adoption of Bottom Discharge wagons will reduce detentions at unloading terminals. Also the feasibility of permitting 3500 mm BG Wagons with sliding doors is being examined in order to increase the throughout for general service wagons. This will require the minimum track centres to be 4570 mm (15'-0") and structure distance of 2135 mm (7'-0") as against 4265 mm (14'-0") & 1980 mm (6'-6") respectively. In case of infringement, the Railways will be asked to plan their removal during coming years.

Recently instructions have been issued to Railways to cater to movement of rolling stock built to profile RDO/T-1043 which has dimensions of 3250 mm (10'-8") wide x 4265 mm (14'-0") high by including the works of removal of infringements in the Works Programme 1990-91. These increased dimensions would lead to having wider and taller rolling stock and thus provide greater passenger comfort and increased passenger carrying capacity and in respect of freight stock would lead to optimising design of tank wagons as also for movement of special purpose wagons.

The container traffic is increasing at a galloping rate in view of its inherent advantages to the customer and carriers, particularly Railways, and international requirements for purpose of import/expert. 2438 mm (8'-0") x 2438 mm (8'-0") and 2438 mm (8'-0") x 2591 mm (8'-6") I.S.O. Containers are already in use and larger containers of size 2592 mm (8'-6") x 2743 mm (9'-0") and 2591 mm (8'-6") x 2895 mm (9'-6") at par with ISO Containers are proposed to be used in the near future. The possibility of running 2591 mm (8'-6") x 2743 mm (9'-0") containers has been examined and it has been found that on most of the trunk routes it will be possible to permit their movement.

(129)

No.88/CEDO/ORI/20. 22/9/89.

The General Manager,
South Central Railway,
Works Construction Branch,
Secunderabad - 500 371.

Sub:- Opening of New Double line (Down line) between Husenisagar Junction and Khairatabad stations for passenger traffic.

Please refer Endorsement No.2 of this office letter of even number dated 29.5.89 (Copy enclosed for ready reference) and expedite the reply. (S No 5)

The receipt of this letter may please be acknowledged.

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

DA:-One.

(130)

No. 88/CEDO/ORI/20. 22.9.89.

The General Manager,
South Central Railway,
Works Construction Branch,
Secunderabad - 500 371.

Sub:- Doubling of track between Hyderabad and Telapur - Opening of a new line between Husenisagar Junction and Lingampalli for public carriage of passengers on the Secunderabad Division of South Central Railway.

Ref:- Your office letter No.W.Gen.182/C/148/ Vol.XX dated 16th January, 1989.

Please refer to your office letter quoted above and expedite the reply.

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

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

(131)

No. 89/CEDO/ORI/6.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-9-89.19

The Chief Commissioner of
Railway Safety,

Ashok Marg,

Lucknow - 226 001.

Sir,

Sub:- Opening of new Up line between Sultanganj and Ganganiya Stations and the new Down line between Kharkara and Dasharathpur Stations in Malda Division of Eastern Railway for the public carriage of passengers.

*****

With reference to your Endorsement No. RS.10-T(5)/89 dated 29.8.89, I am directed to confirm the action of Commissioner of Railway Safety, Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.286/6/I/T/89 dated 27-6-89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/6. New Delhi, Dated 25-9-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.286/6/I/T/89 dated 27.6.89.

2) The General Manager, Eastern Railway, Calcutta. Suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report must be taken within one month and Commissioner of Railway Safety informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of opening of the above line may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy each of the Index Plan and Section for the above mentioned section may please be sent to this office.

The receipt of this letter may please be acknowledged.

(Ashok Kumar)
for Secretary Railway Board.

(132)

ASHOK KUMAR
Exe.Dir.Civil Engg:(G)

D.O.No.89/CEDO/SD/Misc.

New Delhi, Dated 22-9-1989.

My dear Kumar,

Sub:- Inspection of Telecommunication wires and removal of infringements thereof.

***

It may please be advised for information of this office if the Annual inspection of Telecommunication wires either belonging to P&T or to the railways crossing a railway line is annually being done by the P.W.I. or the S&T inspector to verify that these are located at the prescribed height of of 6100 mm (20 feet) above rail level.

The authority to whom the above infringements for rectification are reported may also be advised.

With regards,

yours sincerely,

(Ashok Kumar)

Shri K.B.Kumar,
Chief Track Engineer,
Northern Railway,
New Delhi.

Arranged
22/9

(133)

No.89/CEDO/ORI/6. 25 - 9 -1989.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of Down line between Dakharathpur and Jamalpur stations in Malda Division of Eastern Railway for the public carriage of passengers.
******

Please refer to Endorsement No.2 of this office letter of even number dated 24.5.89 (Copy enclosed for ready reference) and expedite the reply.

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

(134)

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

No.89/CEDO/SR/16 New Delhi dated 25.9.89

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

Sub: Running of 20.32t axle load Broad Gauge Bogie Ammonia Tank wagon type 'BTALM' over B.G.system of Western Railway.

.....

With reference to your application No.W 636/15/87 (W3) dated 28.7.89 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 ammonia tank wagon type 'BTALM' to RDSO's drawing No.Wa 88035-S-01 (alt.2) fitted with UIC type bogie and vaccum brakes having a maximum axle load of 20.32t on the following B.G. sections as mentioned in your Joint Safety Certificate both in empty and loaded condition at a maximum permissible speed shown against each section.

S.No.	Sections	Max. Permissible speed in empty & loaded condition (In kmph)
1.	Vasai Road - Bulsar - Surat	65
2.	Surat - Vadodara - Godhra	65
3.	Godhra - Ratlam - Nagda	65
4.	Nagda - Kota - Mathura	65
5.	Kota - Ruthiyai	65
6.	Nagda - Ujjain - Bhopal	65
7.	Anand - Godhra	65
8.	Vadodara - Anand - Sabarmati - Viramgam	65
9.	Viramgam - Okha	65
10.	Udhna - Jalgaon	65
11.	Chandlodiya - Gandhinagar	65
12.	Kanalus - Porbandar	65
13.	Kanalus - Sika	50
14.	Viramgam - Gandhidham	65

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII to the current working time table and all other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is furthur subject to observance of all other Conditions/stipulations made in your Railway's Joint Safety Certificate No.15 of 1989, RDSO's provisional speed certificate No. MW/WT/BTAL dated 17.2.1989 and all other certificates accompanying your application referred to above.

--/2

(135)

The design of above B.G. Bogie Ammonia Tank Wagon type 'BTALN' infringes the maximum moving dimension of 1929 as shown in diagram No. 1A and others of B.G. Schedule of Dimensions (1973) [which have however already been condoned under Board's letter No. 88/CEDO/SR/26 dated 22.11.88.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No.89/CEDO/SR/16 New Delhi dated 25.9.89.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No. RS.17-T(1)/82 dated 30.8.89.

2. The Commissioner of Railway, Western Circle, 2nd floor, churchgate station building, Annexe, Maharhsi Karve Road, Bombay with refernce to his letter No. 12-5/263/283 dated 22.8.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(136)

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

No.89/CEDO/SR/8 New Delhi dated 21.9.89

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

Sub: Running of Bogie Container Flat type 'BKI' to Drg. No. CONTR-8107-S/1 modified BFR/BR wagon on B.G. sections of South Central Rly.

.....

With reference to your application No.W.469/1/19 dated 11.3.1987 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. container flat type 'BKI' (modified BFR/BR wagon) to RDSO's drawing No. CONTR-8107-S/1 in empty or loaded condition with 6058mm long X 2438mm wide X 2591mm high ISO containers on the following B.G. sections at a maximum speed mentioned against each section.

S.No.	Sections	Max. speed (in kmph)
1.	Gopalapatnam- Vijayawada	75
2.	Vijayawada - Gudur	75
3.	Gudur - Renigunta	75
4.	Renigunta - Tirupati	50
5.	Vijayawada - Kazipet	75
6.	Kazipet - Balharshah	75
7.	Kazipet - Secunderabad	75
8.	Secunderabad- Hussainsagar-Hyderabad	55
9.	Hussainsagar- Wadi	75
10.	Wadi -Gundakal - Renigunta	75
11.	Gooty - Dharmavaram	75
12.	Pune - Miraj - Kolhapur	75
13.	Dornakal - Bhadrachellam Road	60
14.	Karepalli - Singareni Collieries	60
15.	Bibinagar - Nalgonda	75
16.	Vikarabad - Parli-Vaijnath	55
17.	Guntakal -- Hospet	55
18.	Guntur - Krishna canal	75
19.	Guntur - Tenali	75
20.	Tenali - Repalle	30
21.	Vijayawada - Gudivada	65
22.	Gudivada - Masulipatnam port	65
23.	Gudivada - Bhimavaram	65
24.	Samalkot - Kakinada port	65
25.	Nidadavolu - Narasapur	65
26.	By pass near Ramavarapadu Gate	30
27.	By pass near Kazipet	30
28.	By pass Hussain Sagar- Begumpet	30
29.	By pass near Wadi	30
30.	By pass near Bhimavaram	15
31.	Tornagallu - Ranjitpura	25

-/2

(137)

The sanction is subject to observance of all permanent speed restrictions printed in your current working time table and other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is furthur subject to observance of all other conditions/stipulations made in your Railway's Joint Safety Certificate No. W.119 B.G. and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringement to the profile of Maximum moving dimensions of 1929 as shown in diagram No.1 and others of B.G. Metric Schedule of Dimensions (1973) involved in the running of above flats loaded with ISO containers.

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)
Railway Board

No. 89/CEDO/SR/8 New Delhi dated 21.9.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No. RS.17-T(1)/82-Vol.IV dated 17.4.1987.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 2660 dated 12.3.1987.
3. The Director Standards (Wagon) R.D.S.O., Lucknow.
4. The Executive Director Traffic (Marketing), Railway Board N.Delhi.

(ASHOK KUMAR)
for Secretary, Railway Board.

ESTIMATE OF COSTS (I PHASE)

(A) Estimate of cost for one zonal railway.

S.NO.	ITEM	QTY	UNIT	RATE (in Rs.)	TOTAL COST (in Rs.)	DISTRIBUTION OF EQUIPMENT /TOOLS				
						CE(OL)	CE(CON)	CSTE(CON)	CSE & CCE	CEE
				(lakhs)	(lakhs)					
1.	Modern Drafting Tables	56	1	0.12	6.72	12	10	3	5	4
2.	Computer Aided Drafting Equipment (with plotter)	12	1	2.00	24.00	2	4	1	1	1
3.	P.Cs	4	1	0.50	2.00	2	2	-	-	-
4.	Application Software for item (3) above		- L.S -		0.50					
5.	Computer Aided Design and Drafting Equipment (with plotter and supporting software)	1	1	7.00	7.00	-	1	-	-	-
6.	Electronic Scribers	17	1	0.90	15.30	3	4	1	1	1
7.	Reader Printer for making hard copy from different types of micro forms, (viz' micro film, micro fiche, aperture card)	1	1	3.00	3.00	1	-	-	-	-
8.	Misc. expenses for air-conditioning, partitioning of enclosures for installing PCs and Computer Aided Drafting/Design and Drafting equipment.etc.		- L.S -		4.00					
9.	Training of Personnel		- L.S -		1.20					

TOTAL COST: 63.72 Lakhs.

Contingencies @ 2% = 1.28 Lakhs

65.00 Lakhs

(B) Estimated cost for 9 Zonal Railways = 585.00 lakhs = 5.85 Crores.

138

(139)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.89/CEDO/SD/19.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 26-9-89. 19

The Director General (Track),
R.D.S.O.,
Lucknow - 226 001.

Sub:- Adoption of P-8 profile for coaching stock - Condemation of infringements.

****

With reference to your office letter No.CT/LC/BG dated 26.7.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condemation of infringements to Clause 8 Chapter IV-(A) of B.G. Metric Schedule of Dimensions (1973) involved in the adoption of P-8 tyre profile developed by British Railways as shown in Annexure-I on the reverse and RDSO's Sketch No.SK - 89086 Alteration - I.

It is however noted that condemation is required only for Oscillation trials on ICF all coil coaching stock and subsequent trials for assessing its effect on riding behaviour as well as wear pattern of wheels restricting the flat tyre limit to 40 mm for the purpose of examining the offer of M/s.BREL against Global tender No.GP-122 for the supply of High speed New Technology Coaches fitted with P-8 profile.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/19. New Delhi, Dated 26-9-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-7(7)/84 dated 5-9-89.

(Ashok Kumar)
for Secretary Railway Board.

FORM - XI.

S.No.	Clause No. of Chapter-IV(A)	Description	Dimension laid down in the BG Schedule.	Infringement.
1	8	Inclination of Wheel tread of B.G. P-8 profile to R.D.S.O.'s Sketch No. SK - 89086 Alt.I	1 in 20	IRS Standard profile has 1 in 20 incline on the entire running surface of tread. Compared to this P-8 profile has varying radii, followed by cylindrical portion and then 1 in 10 incline.

(141)

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

No.89/CEDO/SR/16 New Delhi dated 25.9.89

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

Sub: Running of 20.32t axle load Broad Gauge Bogie Ammonia Tank wagon type 'BTALM' over B.G. system of Western Railway.

.....

With reference to your application No.W 636/15/87 (W3) dated 28.7.89 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 ammonia tank wagon type 'BTALM' to RDSO's drawing No.WD-88035-S-01 (alt.2) fitted with UIC type bogie and vaccum brakes having a maximum axle load of 20.32t on the following B.G. sections as mentioned in your Joint Safety Certificate both in empty and loaded condition at a maximum permissible speed shown against each section.

S.No.	Sections	Max. Permissible speed in empty & loaded condition (In kmph)
1.	Vasai Road - Bulsar - Surat	65
2.	Surat - Vadodara - Godhra	65
3.	Godhra - Ratlam - Nagda	65
4.	Nagda - Kota - Mathura	65
5.	Kota - Ruthiyai	65
6.	Nagda - Ujjain - Bhopal	65
7.	Anand - Godhra	65
8.	Vadodara - Anand - Sabarmati - Viramgam	65
9.	Viramgam - Okha	65
10.	Udhna - Jalgaon	65
11.	Chandlodiya - Gandhinagar	65
12.	Kanalus - Porbandar	65
13.	Kanalus - Sika	50
14.	Viramgam - Gandhidham	65

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix VII to the current working time table and all other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is furthur subject to observance of all other Conditions/stipulations made in your Railway's Joint Safety Certificate No.15 of 1989, RDSO's provisional speed certificate No. NW/WT/BTAL dated 17.2.1989 and all other certificates accompanying your application referred to above.

--/2

(142)

The design of above B.G. Bogie Ammonia Tank Wagon type 'BTALH' infringes the maximum moving dimension of 1929 as shown in diagram No. 1A and others of B.G. Schedule of Dimensions (1973) [which have however already been condoned under Board's letter No. 88/CEDO/SR/26 dated 22.11.88.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No.89/CEDO/SR/16 New Delhi dated 25.9.89.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No. RS.17-T(1)/82 dated 30.8.89.

2. The Commissioner of Railway, Western Circle, 2nd floor, churchgate station building, Annexe, Maharhsi Karve Road, Bombay with refernce to his letter No. 12-5/263/283 dated 22.8.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(143)

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

No. 89/CEDO/SR/1021 New Delhi dated 26.9.89.

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

Sub: Sanction for running/ working of 10t B.G. Diesel Pneumatic Crane (10.668m long Jib) manufactured by Jamalpur Workshops over various B.G. sectio ns on Central Railway.

.....

With reference to your application No.W.190/RC/WY/BR/IV dated 22.5.89 and 28.7.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of 10t B.G. diesel pneumatic crane manufactured by Jamalpur Workshop of Eastern Railway to drawing No.5WD-10CR and sketch No. CR-773 provided with 3-axle rigid frame with a maximum axle load of 17.572t when being hauled as a trailing load with jib, resting on match truck and with 22.365t maximum wheel load when working on its own power and hoisting loads with jib in different positions on the following B.G. sections of your Railway at a maximum speed of 60kmph or at the maximum sectional speed of goods train which ever is less when hauled by single WDM/2, WG or any other lighter locomotive. However when running/working on its own power either without load or lifting the free on rail capacity of load of 7t at 5m radius, the speed will be restricted to 5kmph only.

S.No.	Sections
1.	Bombay VT-Tuglakabad.(BBVT-KYN-IGP-BSL-ET-BPL-BIN-JHS-AGC-MTJ-TKD)
2.	Kalyan-Wadi.(KYN-KJT-LNL-PA-DD-KWV-SUR-WD.)
3.	Itarsi-Naini(Allahabad).(ET-JBP-KTE-STA-MKP-KYN)
4.	Itarsi-Balharshah.(ET-AMF-NGP-WR-BPQ.)
5.	Jhansi-Juhi(Kanpur).
6.	Ait-Kunch.
7.	Jhansi-Manikpur.
8.	Bhimsen-Khairar.
9.	Agra Cantt-Idgah.(upto Central Railway Boundary)
10.	Agra Cantt(Raja-ki-mandi)-Belanganj-Agra City-Jamuna Bridge(up to Central Railway Boundary)
11.	Bina-Katni/New Katni Junction
12.	Bina-Maksi.(BIN-GUN-RTA-MKC.)
13.	Katni/New KatniJn.-Singrauli
14.	Bhusawal-Wardha.(BSL-BD-WR.)
15.	Chalisgaon-Dhule.
16.	Badnera-Amravati
17.	Jalamb-Khangaon
18.	Manmad-Daund
19.	Amla-Parasiya
20.	Buttibori-Umrar
21.	Majri-Rajur

---/2

(144)

S.No.	Sections
22.	Tadali-Ghugus
23.	Kurla-Trombay/Mankhurd
24.	Kurla-Wadala Road-Mahim Chord
25.	Diva-Vasai Road
26.	Diva-Panvel-Uran/Apta-Pen-Nagothane/Thal Vaiset/Rohe Road.
27.	Karjat-Khopali
28.	V.T.-Wadala Road-(Harbour Branch)

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 to observance of all other conditions/stipulations made in your joint Safety Certificate No.C-15/89.B.G.,RDSO speed certificate and all other certificates accompanying your application referred to above.

It is however noted from Form-XI that there is no infringement involved in the running of 10 t B.G. diesel pneumatic crane.

(ASHOK KUMAR)
Executive Dir.Civil Engg(G)
Railway Board

No.89/CEDO/SR/1021 New Delhi dated 26.9.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No.RS.17-T(5)/82 dated 5.6.89 and 9.8.89.

2. The Commissioner of Railway Safety,Central Circle, 2nd. floor, Churchgate Station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No.239 dated 26.5.89 and No.C-11(66)/82-236 dt.31.7.89.

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

(ASHOK KUMAR)
For Secretary Railway Board

(145)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.82/WDO/SD/12.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated -9-19 89.

The General Manager,
Southern Railway,
Railway Electrification,
Office of the Electrical Engineer,
Egmore,
Madras - 600 008.

Sub:- Electrification of Railway tracks at Madras Beach yard and Madras Harbour yard.

****

With reference to your office letter No.MTR 252/RE/2461/I dated 23.8.89 sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13 (ii)(d) Chapter - I of B.G.Metric Schedule of Dimensions (1973) in connection with implantation of 9 'OHE masts' in Marshalling Yard at Madras Harbour and 6 'OHE masts' in Exchange Yard at Madras Beach on inner Harbour lines at Madras Port Trust shown in Form-XI and Drawing No.SR/RE/OHE/G/581 & 573 accompanying your letter referred to above.

It is however noted that it is not possible to provide the required clearances on account of inadequate track centres and slewing of tracks is also not possible due to site conditions. It is also noted that the tracks are meant for Goods traffic only and that no EMU Stock 3660 mm (12'-0") wide will run on the tracks.

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

No.82/WDO/SD/12. New Delhi, Dated -9-1989.

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-Vol.II dated 11.9.89.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No.842 dated 29.8.89.

(Ashok Kumar)
for Secretary Railway Board.

(146)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 88/CEDO/ORI/13.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-9-89.19

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

Sir,

Sub:- Opening of a Second line between Bokaro Steel City 'A' Cabin and Bokaro Steel City 'I' Cabin - length 3.818 Kms. between Bokaro Steel City and Radhagaon stations in Adra Division of South Eastern Railway for the public carriage of passengers.

****

With reference to your Endorsement No.RS.10-T(4)/89 dated 29th August,89, I am directed to confirm the action of Commissioner of Railway Safety, South Eastern Circle, Calcutta in authorising the opening of the above section for the public carriage of passengers as per his letter No.154 dated 21.6.89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.88/CEDO/ORI/13. New Delhi, Dated 27-9-1989.

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.154 dated 21-6-89.

2) The General Manager, South Eastern Railway, Calcutta. Suitable action on CRS's recommendations and suggestions referred to in the report of the above line may please be taken and CRS informed accordingly under advice to this office in an interleaved copy. It is desired that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy each of the Index Plan and Section of the above mentioned section may please be sent to this office.

Please acknowledge the receipt.

(Ashok Kumar)
for Secretary Railway Board.

(147)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.89/CEDO/ORI/8. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-9-89.19

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

Sub:- Opening of the New B.G.line between Miana - Badarwas (KM:17.91) on Bhopal Division of Central Railway.

*****

With reference to your Endorsement No.RS.10-2(7)/89 dated 29th August,89, I am directed to confirm the action of Commissioner of Railway Safety, Central Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. C-12/71/89-II 335 dated 6-7-89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/8. New Delhi, Dated 27-9-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/71/89-II 335 dated 6-7-89.

2) The General Manager, Central Railways Bombay. Suitable action on Commissioner of Railway Safety, Central Circle, Bombay's recommendations and suggestions referred to in the report of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date when the section is opened for passenger traffic may be advised. Two copies each of the Index Plan and Section may also be sent to this office.

The receipt of this letter may please be acknowledged.

(Ashok Kumar)
for Secretary Railway Board.

(148)

No.89/CEPO/CLW/1. 27-9-89.

The General Manager (Engg.),
South Eastern Railway,
Engineering Branch,
Calcutta - 43.

Sub:- i) New lines/Doublings/Conversions opened and lines restored during the year 1988-89.

ii) Lines dismantled during 1988-89.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1989.

Ref:- Your office letter No.AB/Kilometrage/1988-89 dated 29.6.89

Please refer to your office letter quoted above and expedite your reply.

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

(149)

No.89/CHDO/CLW/1. 27-9-89.

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

Subs:- i) New lines/Doublings/Conversions opened and Lines restored during the year 88-89.

ii) Lines dismantled during 1988-89.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1989.

****

Please refer to this office letter of even number dated 7-6-89 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

27/9

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

DAJ-One.

(150)

No.89/CEDO/CLW/1. 26-9-89.

27

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

Sub:- i) New lines/Doublings/Conversions opened and lines restored during the year 88-89.

ii) Lines dismantled during 1988-89.

iii) New lines/Doublings/Conversions in progress as on 31st March, 1989.

Please refer to this office letter of even number dated 7-6-1989 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

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

Encl:-One.

(151)

As desired, a Note on the various important activities concerning Civil Engineering aspects finalised in CEDO Branch is put up for information of Adviser Civil Engineering.

14.9.99

~~EDCE(C)~~

~~Adv.(CE)~~

Branch

14/9/99

Secy. Thank

CDCE

CEDO

26/9

(152)

Shri.Harbans Singh, Assistant Design Engineer, CEDO Branch retired in the month of November,1989. After his retirement the staff of CEDO were asked to look after the work as per the then DCE(G)'s note dated 5.12.1988 (Copy enclosed) as under:-

Shri.A.R.Saini, Senior Draftsman has been asked to look after the work of Shri.Harbans Singh, he may therefore, be promoted as Head Draftsman in the place of Sh.Harbans Singh.

Shri.R.Narayanan, Draftsman Jr.'A' has been asked to look after the work of Shri.Saini and he may therefore be promoted as Senior Draftsman.

Shri.B.Mazumdar has been asked to look after the work of Shri.R.Narayanan. Shri.Mazumdar already stands promoted as Jr.D/Man 'A' vide P.O.No.265 of 1988 dated 14.10.88.

Shri.C.B.Ralhan, Tracer has been asked to look after the work of Shri.B.Mazumdar and he may be promoted as Draftsman Jr.'B'

Shri.Challu Ram, Senior Draftsman has been promoted and is temporarprily working as Head Draftsman in O.I.S. Directorate with effect from 28.4.89 upto February,90 only in terms of Joint Note date 28.4.89 from EDCE(G) and ED(OIS).

Since 1.12.88 to 27.4.89 all the above staffs of CEDO Branch were looking after the respective works assigned to them after the retirement of Shri.Harbans Singh., Assistant Design Engineer(Civil), it is imperative that the above promotions are ordered for a further period upto 27.4.89 in continuation of their earlier P.O.No.322 of 1988 dated 12.12.88 and necessary immediate arrangements made for payment of their dues.

25.9.89
ADE/Civil

EDCE(G)

Joint Secy.

ERB-II

(153)

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

No.83/CEDO/SR/13 New Delhi dated 3.10.89

The General Manager(Works),
South Central Railway,
Secunderabad-500371.

Sub: Running of B.G. 8-wheeler OHE inspection car on Gudur-Balharshah, Gudur-Renigunta and Krishna Canal-Tenali, Guntur-Tenali on South Central Railway.

.....

With reference to your application No.W/368/1/26/OHE dated 11.8.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated for the running of 8-wheeler OHE inspection car to M/S BEML Bangalore's Sketch No. OHE SK. No.013(Alt.1) provided with single engine and having a maximum axle load of 12735t under tare and 15.184t under gross loaded condition on its own power over the following B.G. electrified sections at a maximum permissible speed as shown against each section.

S.No.	Sections	Maximum speed (in kmph)
1.	Gudur - Vijayawada	105
2.	Vijayawada - Balharshah	105
3.	Gudur - Tirupati - Renigunta	75
4.	Krishna Canal - Guntur - Tenali	75

The sanction is subject to observance of all permanent speed restrictions as printed in your Railway's current Working Time Table and all other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.E/211/B.G., RDSO speed certificate No.MC/TW dated 13.4.89 and all other certifcates accompanying your application referred to above.

The sanction for condonation of infringements of OHE inspection car to the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and others of the B.G. Schedule of Dimensions (1973) has however, already been conveyed under Board's letter No. 88/CEDO/SR/12 dated 23.3.88, furthur corrected vide letter dated 15.4.88.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway board.

Copy [illegible] to:

(154)

No.88/CEDO/SR/13 New Delhi dated 3.10.89.

Copy Forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow with reference to his endorsement No.RS.17-T(3)/82 dated 5.9.89.

2. The Commissioner of Railway Safety, South Central Circle, Secunerabad-500371 with reference to his letter No. 6/SC/19 dated 18.8.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(155)

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

No. 88/CEDO/SR/13 New Delhi dated 3.10.89

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

Sub: Sanction for running of B.G. 8-wheeler OHE inspection Cars over electrified/being electrified with DC/AC traction, B.G. sections on Central Rly.
.....

In supersession of this office letter of even number dated 5.9.89 and now with reference to your revised application No. W.456/Y-3/BR dated 21.8.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. 8-wheeler OHE Inspection Car to M/S BEML Bangalore's Sketch No.OHE-SK-013 (Alt.1) provided with single engine and having a maximum axle load of 12.735t under tare and 15.184t under gross loaded condition on its own power over the following B.G. sections, electrified/being electrified with D.C./A.C. Traction of your Railway at a maximum permissible speed of 105kmph or at a maximum sectional speed which ever is less on that section.

S.No. Sections

I) D.C. TRACTION

1. Bombay VT - Kalyan - Kasara - Igatpuri
2. Kalyan - Karjat - Lonavala - Pune
3. Kurla - Mankhurd/Trombay/Wadala Road/Mahim Ghord
4. Vasai Road - Diva

II) A.C. TRACTION.

1. Igatpuri - Manmad - Bhusaval
2. Bhusaval - Badnera - Wardha
3. Bhusaval - Khandwa - Itarsi
4. Tuglakabad - Mathura - Agra Cantt.-
   Jhansi - Bina - Bhopal - Itarsi
   Amla - Nagpur - Wardha - Balharshah

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 furthur subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. C-23A/89 B.G. (revised), RDSO speed certificate No. MC/TW dated 13.4.89 and all other certificates accompanying your application referred to above.

--/2

(156)

The sanction for condonation of infringements of OHE Inspection Car to the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and others of the B.G. Schedule of Dimensions (1973) has however, already been conveyed under Board's letter No. 88/CEDO/SR/12 dated 23.3.88, furthur corrected vide letter dated 15.4.88.

The Ministry of Railways also confirm the action of Commissioner of Railway Safety, Central Circle Bombay in according his provisional sanction for running of B.G. 8-wheeler OHE Inspection Car under his letter No. C-II(109)/89-356 dated 23.8.89 in view of the urgency expressed by the Railway administration.

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)
Railway Board

No. 88/CEDO/SR/13 New Delhi dated 3.10.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No.RS. 17-T(1)/82 dated 31.8.1989.

2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate station building Annexe, Maharshi Karve Road, Bombay with reference to his letter No. 339 dated 5.8.1989 and No.C II(109)/89-356 dated 23.8.89.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(157)

No. E(G)89 PE-I-I(pt.) 3-9-89.

The Secretary,
Indian Road Congress,
Jamnagar House,
Shahjahan Road,
New Delhi.

Sub:- Sikri Committee Recommendation -
Reference from A.D.A.I. (Railways).

*****

It may please be advised for information of this office if 'Indian Road Congress' is a recognised institution from Government of India. If so, the authority under which it was recognised may please be quoted alongwith a photocopy of the recognition letter.

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

(158)

No.89/CEDO/BR/1. 5-10-89.

The General Manager,
Eastern Railway,
Calcutta.

Subs:- Major and Minor Bridges on Indian Railways as on 31st March, 1989.

Refs:- Your office letter No.W.65/12/Vol.2 dated 4th May, 1989.

Please confirm that the figures shown under the columns 'No.of Major Bridges' and 'No.of Minor Bridges' in Statement 'A' appearing in your above quoted letter are both inclusive of RObs and RUBs.

(D.N.Nachiwal)
for Executive Director Civil Engg:(G),
Railway Board.

(159)

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

No. 88/CEDO/SE/1 रेल भवन, नई दिल्ली-110001, दिनांक 12-10-89.
Rail Bhavan, New Delhi-110001, dated

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub: Infringements pertaining to Electrical Structures on Krishna Canal-Guntur-Tenali Sections.

.....

Please refer to this office letter of even number dated 12-6-89 (Copy enclosed for ready reference) and expedite the reply.

The receiot of this letter may please acknowledged.

(B.N. MACHIWA)
for Executive Director Civil Engg.(G)
Railway Board.

BM/ene

(160)

No. 88/CEDO/SD/1. Dated: 12-6-89.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Infringements pertaining to Electrical Structures on Krishna Canal-Guntur-Tenali Sections.

Ref. Your office letter No. E. 252/KOTRE/4039/Infringe dated 27-3-89.

.....

While going through Annexure C1 and C2 enclosed with your above quoted application, it is seen that infringments pertaining to 3660 mm stock at one of the sides of Electrical Mast on Main Line straight track can be removed by way of relocating the mast in respect of S.No. 8,9 and 15. The degree of curvature and its allowance for structure at S.No.1,2,4 ,17 and 19 have been not been indicated. The infringement against S.NO.13(ii) works out to 70 mm instead of 10 mm shown in Annexure C/2. It is therefore desired that you may please re-examine the Annexure C1 and C2 de-novo to see the possibility or removing the infringments to the extent possible and advise the degree of curvature and the related curve allowance.

A fresh Annexure and the Drawing may please be sent to this office through CRS/CORS for consideration in this office.

Sd/-

(ASHOK KUMAR)
Executive Director Civil Engineering(G),
Railway Board.

(161)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.89/CEDO/SR/22

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-10-89. 19

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

Sub: Introduction of Dynamic Track Stabiliser DGS 62N on Northern Railway.

.....

With reference to your application No. 519-W/544 dated 25.8.89 sent through the Chief Commissioner of Railway Safety Lucknow the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Dynamic Track Stabiliser DGS 62N to RDSO drawing No. EDO/T-2145 having a maximum axle load of 14.5t on the following B.G. sections at a maximum speed of 60kmph when running on its own power and 50kmph when running in train formation.

S.NO.	Sections		
1.	Tughlakabad	-	New Delhi
2.	New Delhi	-	Sahibabad
3.	Sahibabad	-	Ghaziabad
4.	Ghaziabad	-	Mughal Sarai

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 section is further subject to observance of all other conditions/ stipulations made in your Joint Safety Certificate No. SLC/BG/20/89 and all other certificates accompanying your application referred to above.

The sanction for condonation of infringements involved in the design of above machine had however already been conveyed under Board letter of even number dated 23/25.8.1989.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/22 New Delhi Dated 13-10-89.

Copy forwarded to:

1. The Chief Commissioner of Rly. Safety Lucknow w.r.t. his endorsement No. RS. 17-T(1)/82 dated 6-9-89.
2. The Commissioner of Railway Safety, Northern Circle, Hazratgang Lucknow w.r.t. his letter No. 25/1339/Dynamic Track Stabiliser DGS/62N dated:30.8.89.
3. The Director Standareds(Track)RDSO, Lucknow-226 001.

(ASHOK KUMAR)
for Secretary Railway Board.

(162)

C.E.D.O.

LIST OF SUBJECTS DEALT IN CEDO BRANCH.

(Room No. 134)

Examination of the applications received from the Zonal Railways in connection with the sanction of infringements to various dimensions shown in Schedule of Dimensions (B.G., M.G., & N.G.) received thrgough CRS/CCRS. Issue of sanctions for condonation of infringements to RDSO in the New Design of Locos, Track Machines, CHE Inspection Cars and Wagons at Design stage. Issue of sanctions to the Zonal Railways for running of New type of locos, wagons, Track Machines & CHE Inspection cars and vertical clearance and free board of bridges on railways and dealing with policy matter and drawing work connected thereto.

Scrutinising and examination of Commissioner of Railway Safety's inspection reports in connection with the opening of New lines, Doublings, Conversions, diversions etc. and enfirmation to the opening of the above alongwith the drawing work involved.

Printing of the Rules for opening of a railway or Section of a Railway for the public carriage of passengers and Schedule of Dimensions, B.G., M.G., & N.G. and amendments to the above books.

All drawing works pertaining to the branches CE-I, CE-II and Track Directorate Maintenance of System Maps, Track Diagrams, Axle Load Diagrams, Bridge List, Index Plan and Section, Station Yard Diagrams and collection of information in connection with the Major and Minor Bridges for CE-I Branch use.

Up keep and maintenance of the 2 mile, 4 mile, 16 miles, Guide maps of important cities, Provincial maps, road maps and alphabetical list of stations of all Indian Railways.

Supervision and maintenance of the Ferro Printing room and Photocopying machine.

(163)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 89/CEDO/ORI/5.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 16-10-89. 19

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 the public carriage of passengers from Sirpur Khaganagar (Exclusive)- Balharshah (exclusive) station - Broad Gauge Double line of Secunderabad Division of South Central Railway.

******

With reference to your Endorsement No. RS.8-T(4)/89 dated 11-9-89, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the Commissioning of 25 kV 50 Cycles per second AC single Phase electric traction on the above section for the public carriage of passengers as per his letter No. 10/SC/3 dated 24.7.89.

Yours faithfully,

(ASHOK KUMAR)
for Secretary Railway Board.

No. 89/CEDO/ORI/5 New Delhi, Dated 16-10-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500 371 with reference to his letter No. 10/SC/3 dated 24.7.89.
2) The Chief Project Manager, Railway Electrification, Vijayawada.
3) The General Manager, South Central Railway, Secunderabad. CRS's recommendations and suggestions referred to in the report may please be taken and CRS informed accordingly under advice to Railway Board in an interleaved copy. It is desired that the date of commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

The Receipt of this letter may please be acknowledged.

(Ashok Kumar)
for Secretary Railway Board.

(162)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.89/CEDO/ORI/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-10-89.

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

Sir,

Sub:- Commissioning of 25 kV Single Phase AC (50 Cycles) Electric Traction between Km:135.075 (South of Balharshah) and Km:885/430 (North of Balharshah yard) on the Grand Trunk Route of Central Railway.

****

With reference to your Endorsement No.RS.8-T(3)/89 dated 11-9-89, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the commissioning of 25 kV 50 cycles Single Phase AC Electric Traction on the above section for the public carriage of passengers as per his letter No.10/SC/3 dated 12.7.89.

yours faithfully,

(Ashok Kumar)
for Secretary Railway Board.

No.89/CEDO/ORI/11. New Delhi, Dated 13-10-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371 with reference to his letter No.10/SC/3 dated 12.7.89.
2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-13(87)/89-319 dated 26-7-89.
3) The Chief Project Manager, Railway Electrification, South Central Railway, Vijayawada.
4) The General Manager, South Central Railway, Secunderabad - 500371. CRS's recommendations and suggestions referred to in the report may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is desired that the date of commissioning of the above section may please be intimated as and when the same is commissioned to passenger traffic.

Necessary action on

Please acknowledge the receipt.

(Ashok Kumar)
for Secretary Railway Board.

(165)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 89/CEDO/ORI/13.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 13-10-89. 19

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

Sir,

Sub: Commissioning of 25 Kv Single Phase AC(50cycles) Electric Traction on the track over the 3rd Krishna Bridge and approaches forthe public traffic on Madras-Vijayawada route of Vijayawada Division of South Central Railway.

.....

With reference to your Endorsement No. RS.8-T(2)/89 dated 11-9-89 I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the commissioning of 25 KV 50 Cycles/second AC Single Phase Electric traction on the above section for the carriage of passengers as per his letter No. 10/SC/3 dated 29-6-89.

Youre faithfully,

(ASHOK KUMAR)
for Secretary Railway Board.

No.89/CEDO/ORI/13. New Delhi, Dated 13-10-89.

Copy forwarded for information to:-

1. The Commissioner of Railway Safety, South Central Circle, Secunderabad -500 371 with reference to his letter No. 10/SC/3 dated 29-6-89.
2. The Chief Project Manager, Railway Electrification, Vijayawada.
3. The General Manager, South Central Railway, Secunderabad. It is desired that the date of commissioning of the above section may please be intimated to this office.

Please acknowledge the receipt.

(ASHOK KUMAR)
for Secretary Railway Board.

(166)

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

No. 89/CEDO/SR/22 New Delhi dated 13.10.89.

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

Sub: Sanction for running of Plasser (India)'s Dynamic Track stabilizer DGS 62 N as per diagram No. EDO/ T-2145 on various B.G sections over Central Railway.

.....

With reference to your application No.W.681.Y.61BR dated 7.8.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Plasser (India)'s Dynamic Track Stabilizer DGS 62 N to RDSO drawing No. EDO/T-2145 having a maximum axle load of 14.5t on the following B.G. sections at a maximum speed of 60kmph when running on its own power and 50kmph when running in train formation.

S.No.	Sections
1.	Bombay VT-Kalyan-Pune - Wadi
22.	Kalyan-Igatpuri-Bhusawal-Itarsi-Jabalpur-Naini.
3.	Ballaharshah-Wardha-Nagpur-Itarsi-Jhansi-Tughlakabad.
4.	Bhusawal-Wardha.
5.	Bina-Katni.
6.	Jhansi-Juhi.
7.	Jhansi-Manikpur.
8.	Bhimsen-Khairar.
9.	Daund-Manmad.
10.	Bina-Guna-Ruthiyai-Maksi.
11.	Katni/New Delhi-Katni Junction-Singrauli.
12.	Diva-Vasai Road.
13.	Diva-Panvel-Apta-Pen-Rohe Road.
14.	Badnera-Amraoti.
15.	Jalamb-Khamgaon.

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 to observance of all other conditions/stipulations made in your Joint Safety Certificate No. M.29/89 B.G. and all other certificates accompanying your application referred to above.

The Ministry of Railways also sanction the condonation of infringements to item No.2(ii) and 18(i) of chapter-IV(A) of the B.G. Schedule of Dimensions (1973) involved in the design of M/S plasser (India)'s Dynamic Track Stabiliser DGS 62N as detailed in Form-XI accompanying your application referred to above.

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)
Railway Board.

--/2

(167)

No.89/CEDO/SR/22 New Delhi dated 13.10.89.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dt.5.9.89.

2. The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate station building, Annexe, Maharshi Karve Road, Bombay with reference to his letter No.346 dated 9.8.1989.

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

(ASHOK KUMAR)
for Secretary, Railway Board.

(168)

82/WDO/SD/12. 17-10-89.

The General Manager,
Southern Railway,
Electrical Branch,
Madras- 600 003.

Sub: Electrification of additional lines at Pattabiram Military Siding yard in the Broad Gauge electrified section between Madras and Arakkonam - adoption of reduced setting distance for overhead equipment structures.

*****

Ref. Your office letter No. E 220/11/Vol.III dated 22/30-8-89.

No relexations to the moving dimensions can be sanctioned unless an application is submitted by the Railway to Secretary (Civil Engg.) Railway Board, New Delhi forwarded through Commissioner of Railway Safety/ Chief Commissioner of Railway Safety. Accordingly it is desired that 3 copies of your application for condonation of infringements with the three copies of the drawing showing the location of infringements may be sent to Commissioner of Railway Safety, Southern Circle, 7, Sheshadri Road, Gandhinagar, Bangalore- 560 009 alongwith 3 copies of Form-XI as per performa enclosed who will forward the same to Railway Board through Chief Commissioner of Railway Safety/Lucknow.

Sd/-

(ASHOK KUMAR)
Exe. Director Civil Engg. (G)

ANNEXURE-I

FORM-XI

S.No.	Location	Name of the structure which infringes.	Chapter & item	Prescribed Dimensions.	Existing actual dimensions.	Amount of infringement
1	2	3	4	5	6	7

(170)

No. 89/CEDO/ODC/1 17-10-89.

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

Sub:- Blanket sanction for movement of 'C' Class over sized consignments over certain routes of Northern Railway.

Ref:- Your office letter No. 276-T/BWZ(ODC) dated 4-7-1989.

.....

Since as per the extant rules only concerned CRSs are empowered to issue the sanction for movement of 'C' class ODCs in terms of Board's letter No. 70/WDO/ODC/1 dt. 11-4-74 (Copy enclosed for ready reference), you may kindly approach CRS Northern Circle, Lucknow, direct to consider the issue of blanket sanction for movement of 'C' class ODC consignments of M/s BHEL Hardwar in suitable wagons on the routes shown in the Annexure enclosed with your above quoted letter.

(ASHOK KUMAR)
Executive Director Civil Engineering (G)
Railway Board.

(171)

5)

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.70WDO/ODC/1. New Delhi, dated 11-4-74

The General Managers,
All Indian Railways,

Sub: Delegation of power to Chief Engineer for movement of ODC consignments 'C' class consignments.

Board have since reviewed the policy regarding sanction for the movement of over dimensional (commercial) consignments 'C' class have decided that the consignments haveing a net clearance of less than 3" should be moved with the sanction of Commissioner/Additional Commissioner of Railway Safety and that the instructions issued under Board's letter of even number dated 10.12.71 stand superseded. Receipt of this letter may please be acknowledged.

Kcharan
9.4.74
(Kalicharan)
Director, Civil Engg.,
New Delhi.

No.70/WDO/ODC/1. New Delhi, dated 11-4-74

Copy forwarded for information to:

1. The Commissioner of Railway Safety, 16-A, Ashok Marg, Patiala House, Lucknow-1.
2. The Commissioner of Railway Safety/The Addl.Commissioer of Railway Safety, Western Circle, Queen's Road, Bombay-20.
3. The Addl. Commissioner of Railway Safety, Northern Circle Lucknow.
4. The Addl. Commissioner of Railway Safety, Northeastern Circle, Calcutta.
5. The Addl. Commissioner of Railway Safety, Southeastern Circle, Calcutta.
6. The Addl. Commissioner of Railway Safety, Southern Circle, Bangalore-9.
7. The Addl. Commissioner of Railway Safety, Gorakhpur.
8. The Director General, RDSO, Lucknow.

Kcharan
9.4.74
(Kalicharan)
Director, Civil Engg.,
Railway Board.

A:Nil

(172)

Ref: EDME(RSM)'s note dated 3.10.89 at the bottom of prepage.

The subject was discussed during the meeting in Adviser (Planning)'s Room on 29-9-89 wherein I had taken a stand that Civil Engg. Dte. has already advised that with the introduction of BOXN Wagons having axle load of 22.5 tonnes the loading density of 7.67 tonnes per metre would be exceeded and accordingly stregthening of track and bridges on KK line would require to be undertaken which will require additional expenditure of Rs. 23 crores (Rs. 13 crores for track and Rs. 10 crores for bridges). The time frame for completion would be 3 years. These details are contained in my note of even number dated 6-7-89. However, during the meeting a specific issue was raised by Adviser (Planning) as to whether in view of marginal increase in the trailing load density to 8.25 tonnes per metre with the introduction of BOXN Wagons with axle load restricted to 22 tonnes, why it would be necessary to undertake stregthening of track and bridges ? No doubt there is increase in the trailing load density but whether additional imputs of above magnitude are called for is to be examined in depth by RDSO. Accordingly JDPP(MM) has been advised to frame the minutes to incorporate the above view point. Accordingly, for the present the action to turn out BOXN Wagons with 22 tonne axle load should pend.

It is presumed that there is no change in the design features of BOXN Wagons with the uprating of axle load from 20.3 tonnes to 22 tonnes.

(ASHOK KUMAR)
Executive Director Civil Engg.(G)
16-10-89.

Adv./CE

EDME(RSM)

(173)

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

No.89/CEDO/SR/23 New Delhi dated 17.10.1989

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

Sub:Running of 'BTPN' B.G. Bogie Tank Wagon over South Central Railway's B.G. system.

.....

With reference to your application No.W/469/TNK/89 dated 9.8.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of B.G. bogie tank wagon type "BTPN" fitted with two axle modified CASNUB 22W(M) bogies, twin pipe graduated release air brake system fitted with Slack adjuster and manually operated mech. empty load device, standard automatic C.B.C of knuckle type(non-transition type) with a maximum axle load of 20.32t to RDSO drawing No.WD-86081-S-51/A in empty and loaded condition on the following B.G. sections of your Railway at a maximum speed shown against each section:

S.No.	Sections	Max. speed in empty & loaded conditions (In kmph)
1.	Duvvada - Vijayawada	65
2.	Vijayawada - Gudur	65
3.	Gudur - Renigunta	65
4.	Vijayawada - Kazipet	65
5.	Kazipet - Balharshah	65
6.	Kazipet - Secunderabad	65
7.	Secunderabad - Hussainsagar - Hyderabad	65
8.	Hyderabad - Wadi	65
9.	Wadi- Raichur - Guntakal	65
10.	Guntakal - Renigunta	65
11.	Renigunta - Tirupati	50
12.	Vikarabad - ParliVaijanath	55
13.	Dornakal - Bhadrachellam Road	60
14.	Karepalli - Singareni Collieries	60
15.	Bibinagar - Nadikudi	55
16.	Pune - Miraj - Kolhapur	65
17.	Nidadavolu -Narasapur	65
18.	Gudivada - Bhimavaram	65
19.	Vijayawada - Machilipatnam port.	65
20.	Samalkot - Kakinada	65
21.	Tenali - Guntur	65
22.	Guntur - Repalle	30
23.	Guntur - Krishna Canal	65
24.	Gooty - Dharmavaram	55
25.	Guntakal - Hospet	55
26.	Toranagalu - Ranjitpura	35
27.	Bhadrachellam - Monuguru	50
28.	Manikgarh - Chandur	50

--/2

(174)

The sanction is subject to observance of all permanent speed restrictions as printed in your Railway's current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to all other conditions/stipulations made in your Railway's Joint Safety Certificate No.W/145/B.G. and all other certificates accompanying your application referred to above.

The design of the wagon infringes clause No. 13(b) of Chapter IV-A and the profile for maximum moving dimensions of 1929 as shown in diagram No. 1A and other of the B.G. Schedule of Dimensions (1973) which are well within 'X' class engines. These infringements have however, already been condoned under Board's letter No.87/WDO/SR/8 dated 16.11.1988.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
Railway Board.

No. 89/CEDO/SR/23 New Delhi dated 17.10.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82 dated 5.9.89.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/22[illegible]2 dated 18.8.1989.

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

(Ashok Kumar)
for Secretary Railway,Rly. Board.

(175)

No. 88/CEDO/CRS/IR/1. 17-10-89.

The General Manager,
Southern Railway,
HeadQuarters office,
Works Branch,
Madras - 600 003.

Sub:- Inspection Report on Southern Railway (Bangalore and Mysore Divisions)(Madras Division for the year ending 31st March,88 in Part-I and II.

Please refer to this office letter of even number Dated 29-2-88 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 20th June,88 and 29th March,89 and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(176)

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 29/2/88. 19

88/CEDO/CRS/IR/1.

To

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

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

A copy each of the above noted Inspection Report of Part-I and Part-II of CRS, Southern Circle, Bangalore on the above noted subject received in this office through Chief Commissioner of Railway Safety Lucknow, under his letter No. RS. 14-T(3)/82 dated 9.2.88, is sent herewith.

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

Sd/-
(ARIMARDAN SINGH)
Joint Director Civil Engineering (G),
Railway Board.

DA: One (Attached)

(177)

Ashok Kumar
Executive Director
Civil Engineering(G).

DO No.87/EDC/30/5 New Delhi, the 19-10-87.

My dear Monga/Chaturvedi/Ranganathan,

I am enclosing herewith the Report of the Committee regarding provision of platform and FOB width. Kindly sign the enclosed covering letter addressed to the Secretary, Railway Board. I will arrange to send you spare copy of the Report after its submission to the Board.

With best wishes,

Yours sincerely,

(Ashok Kumar) 17/10/87

Encl: As above.

Shri L.C. Monga,
CPDE/N Railway
Baroda House,
New Delhi

Shri S.D. Chaturvedi
CCS(G)/North Rly
Baroda House,
New Delhi

Prof N. Ranganathan,
Head, Deptt. of Transport Plg.
School of Planning & Architecture,
New Delhi

(178)

Gist of important points made during M.E.'s Meeting with Advisers & E.Ds. on 9-10-1989.

I. Review of old items:

Adv.(C.E.) EDCE(P) EDCE(G)

1. It was decided to constitute a Committee comprising Chief Engineer, Northern Rly., EDCE(P) and EDCE(G) to bring uniformity in the assignment of conventional/territorial jurisdiction of SAG officers in Civil Engineering Department in the Open Line of the Zonal Railways. Committee's recommendations should provide for 1 SAG Officer to work as CTE(Machines) on major Railways. Report of the Committee should be submitted by 20-12-89.

All Advisers All E.Ds.

2. Advisers and E.Ds. (barring one E.D.) have yet to submit to M.E. the list of pending items.

E.D.Tk.(P)

3. Computer soft ware for planning and watching flow of track materials to the work sites should be developed without delay.

E.D.Tk.(P)

4. Rolling of 20 m rails and complete switch over to 90 UTS should be pursued on top priority.

Adv.(W)

5. Typical cases of delay in sanction of urgency certificates should be put up to M.E.

E.D.Tk.(M)

6. Sr. DEN should be made responsible for use of correct fittings and perfect assembly of 60 kg. PSC sleepers used with 52 kg. rails.

II. New items:

E.D.Tk.(M)

1. Productivity of SPURT Car should be improved to at least 150 km. per day, i.e., at least 3,000 km. per month. At least AEN should accompany the Car. Economics of SPURT Car vis-a-vis manual USFD be worked out.

E.D.C.E.(P)

2. The action plan to achieve zero failure on one or two important routes on each Zonal Railway should be evolved by 31-10-89. It may include compulsory testing of site welding, de-stressing and gap survey before winters, more frequent USFD and re-welding in suspect locations.

EDCE(B&S)

3. Exemplary action against officials/staff responsible for Western Railway's accident at bridge site be taken.

EDCE(P)

4. On Gudur-Vijayawada section of S.C. Railway, running is bad. Immediate remedial action may be taken by S.C.Rly. fixing the responsibility. Special report be called from S.C. Railway.

....2/-

(179)

EDCE(P) 5. Director(GE), RDSO was required to see M.E. with a plan of action, evolving simple method of formation rehabilitation. He may be reminded.

6. RDSO should notify Railway Board about deterioration noticed in results after every Track Recording Car run. E.D.Tk.(MC) It should also be brought to the personal notice of G.M. of the concerned Railway. If deterioration is noticed in successive runs, a serious view should be taken and responsibility fixed.

7. CMS crossings are not being introduced in a big way. Of E.D.Tk.(P) 3000 Nos. supplied, only about 1000 Nos. have been laid E.D.Tk.(M) due to dearth of fittings. Remedial measures should be taken.

All E.Ds. 8. E.Ds. and Advisers to go more often on tour and carry out All Advisers inspections and report results to M.E.

trained
9. Two sets of men required to work mobile flash butt welding plant be provided so that the plant works uninterruptedly. E.D.Tk.(M) When loaned to Construction Organisation/other Zonal Railways, the trained men must invariably accompany the plnt for good output.

(V.K. Raizada)
E.D.C.E.(P)

No. 89/CE-II/MT-Genl/1.
Dated: -10-1989.

Adv.(CE), Adv.(W), EDCE(P), EDCE(B&S), EDCE(G), E.D.Tk.(M), E.D.Tk.(MC), E.D.Tk.(P), E.D.L.M., E.D.W., Adv.(MTP) and E.D.(MTP).

P.S./M.E. for M.E's kind information.

*****

(180)

Ref: Item 2 of EDCE(P)'s note
No. 89/CE-II/MT-Genl/1 dated: -10-89.

The information pertaining to pending reference from the railways is 'NIL' so for as CEDO branch are concerned.

A.D.E.(Civil)
19.10.89

EDCE(G)

EDCE(P)

(181)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated -10-89. 19

No. 82/WED/SI/12.

The General Manager(Electrical),
Southern Railway,
Electrical Branch,
Madras - 600 003.

Sub: Electrification- Pattabiram Military Siding Yard in B.G. Electrified Section between Madras-Arakkonam.

With reference to your office letter No. E.220/11 dated 14-9-89, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13(ii) (d) Chapter-I of B.G. Metric Schedule of Dimensions (1973) in connection with implantation of 14 OHE masts for wiring of additional lines in Pattabiram Military Siding yard in the B.G. electrified section between Madras-Arakkonam as shown in Form -XI and Drawing No. M/TRD/B.G. 178 accompanying your letter referred to above.

It is however noted that it is not possible to provide the required clearances on account of inadequate track centres and slewing of tracks is also not possible due to site conditions. It is also noted that the tracks are meant for Goods traffic only and that no EMU stock 3660 mm (12'-0") wide will run on the tracks.

sd/-
(Ashok Kumar)
Executive Director Civil Engineering(G)
Railway Board.

No. 82/WED/SI/12. New Delhi, Dated -10-89.

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 12th Oct.89.

2) The Commissioner of Railway Safety, Southern Circle, No. 7, Shashadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No. 943 dated : 15-9-1989.

(Ashok Kumar)
for Secretary Railway Board.

(182)

Government of India/Bharat Sarkar
Ministry of Railways/Rail Mantralaya
Railway Board.

No.89/CEDO/SD/16 New Delhi, dated 26-10-89.

The Director General (Track),
RDSO/Lucknow - 226 001.

Sub: Condonation of infringement of Schedule of Dimensions 1676 mm (5'-6") Gauge 1973 in respect of 1 in 12 BG 60 Kg. UIC Turnouts with weldable CMS Xings of M/s Voest Alpine, Austria make.

With reference to your application No.CT/PTX/INSP/MT dated 23.8.89 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railway is hereby communicated to the condonation of infringements to the various items of B.G.Schedule of Dimensions (1973) as shown in Annexure - VI accompanying your application referred to above and reproduced in Appendix-I enclosed herewith.

It is noted that the condonation is required in connection with 1 in 12 BG 60 Kg Turnouts with weldable CMS Xings of M/s.Voest Alpine, Austria make to be supplied to Indian Railways by M/s.Hindutan Development Corporation, Calcutta in response to Railway Board's contract No.Track/21/89/0305/7/50589 dated 3.5.89. No detailed drawings of the turnouts have yet been finalised by the firm and the condonation applied for by RDSO is based on discussion with the representatives of the firm keeping in view the fact that these turnouts incorporate modern features as adopted on Continental Railways for improved performance.

The sanction is subject to the condition that the Turnouts in question if procured will be used on Group 'A' and 'B' routes only after conducting necessary tests.

DA:as above

(Ashok Kumar)
Exe.Director/Civil Engg.(G)
Railway Board.

No.89/CEDO/SD/16 New Delhi, dated 26-10-89.

Copy forwarded for information to :-

1. The CCRS, Ashok Marg, Lucknow - 226 001 - with reference to his endorsement No.RS.18-T(7)/84 dated 6-9-89.

(Ashok Kumar)
for Secretary, Railway Board.

Infringement to the B.G. Schedule of Dimensions 1973 Edition, of 1 in 12 B.G. 60kg (UIC) turn outs of M/s Voest Alpine make offered by M/s. Hindusthan Development Corporation, Calcutta.

S.No.	Chapter No. & Clause No. of Schedule of Dimension	Description	Dimension as per Schedule	Actual dimension adopted in design
1.	Chapter I-R Clause 7-R	Maximum deficiency in cant.	75 mm	81 mm
2.	Chapter I Clause 12 Note (a)	Projection of Parts above rail level for a distance of 140 mm inside gauge face of rail.	Zero Projection above rail level	16 mm elevation of check rail above rail level.
3.	Chapter I Clause 12 Note (a)	Projection of parts above rail level for a distance of 140 mm inside gauge face of rail.	Zero Projection above rail level	4 to 5 mm Projection of wing rail above rail level.
4.	Chapter II Clause 13	Minimum clearance of check rail opposite nose of crossing.	44 mm	40 mm

(182)

****

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(184)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20/23 -10-89. 19

No. 82/WDO/SB/12.

The General Manager(Electrical),
Southern Railway,
Electrical Branch,
Madras - 600 003.

Sub: Electrification- Pattabiram Military Siding Yard in B.G. Electrified Section between Madras-Arakkonam.

With reference to your office letter No. E.220/11 dated 14-9-89, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement to item 13(ii) (d) Chapter-I of B.G. Metric Schedule of Dimensions (1973) in connection with implantation of 14 OHE masts for wiring of additional lines in Pattabiram Military Siding yard in the B.G. electrified section between Madras-Arakkonam as shown in Form -XI and Drawing No. M/TRD/B.G. 178 accompanying your letter referred to above.

It is however noted that it is not possible to provide the required clearances on account of inadequate track centres and slewing of tracks is also not possible due to site conditions. It is also noted that the tracks are meant for Goods traffic only and that no EMU stock 3660 mm (12'-0") wide will run on the tracks.

(Ashok Kumar)
Executive Director Civil Engineering(G),
Railway Board.

No. 82/WDO/SB/12. New Delhi, Dated -10-89.

Copy forwarded for information to:

1) The Chief Commissionér of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RB. 18-T(1)/84 dated 12th Oct.89.

2) The Commissioner of Railway Safety, Southern Circle, No. 7, Shashadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No. 943 dated : 15-9-1989.

(Ashok Kumar)
for Secretary Railway Board.

(185)

It is seen from S.O., Cash-III Branch Note dated 12.9.89 on File No.Hindi (Parl.)/89/15/1 dated 12.9.89 extracts placed below that a payment of Rs.476 + Rs.682 =Rs.1158/- has inadvertendly been made to Ministry of Urban Development, Jam Nagar House, New Delhi insread of Asstt.Manager (Administration), Government of India Press, Shimla - 171004., from whom the Bills were actually received for printing of Correction Slips.

Under the circumstances PAO, Railway Board be requested to get the refund of Rs.1158/- from the Ministry of Urban Development, Jamnagar House, New Delhi and arrange to make the necessary payment to the correct Billing Authority i.e.,Assistant Manager (Administration), Govt.of India Press, Shimla - 171004.

25/10/89

Cash-III.

PAO/Railway Board.

Joint Copy 229

(186)

ASHOK KUMAR
Exe. Dir. Civil Engg: (G)

D.O.No.89/CHDO/SH/Misc. New Delhi, Dated 22-9-1989.

My dear Kumar,

Sub:- Inspection of Telecommunication wires and removal of infringements thereof.

***

It may please be advised for information of this office if the Annual inspection of Telecommunication wires either belonging to DOT or to the railways crossing a railway line is annually being done by the P.W.I. or the S&T inspector to verify that these are located at the prescribed height of of 6100 mm (20 feet) above rail level.

The authority to whom the above infringements for rectification are reported may also be advised.

With regards,

yours sincerely,

(Ashok Kumar)

Shri. S.B.Kumar,
Chief Track Engineer,
Northern Railway,
New Delhi.

(187)

No.88/CEDO/ORI/24. 31-10-89.

The General Manager,
Western Railway,
Bombay.

Sub:- Opening of the Second line between Panchpipla 'B' Cabin and Panchpipla (KM:597.202 & 596.21) on Ratlam-Godhra section of Ratlam Division of Western Railways.

Ref:- Your office letter No.WRC 177/52/1/5 dated 24-10-89.

*****

Please refer to your office letter Quoted above. The interleaved copy of the action taken on CRS's report prior to opening of the above noted section which had been sent under your office letter No.WRC 177/52/1/5 dated 31.5.89 has not been received in this office. It seems it has been lost in transaction. It is therefore requested to please send a photostat copy of the same to this office for further necessary action.

(D.N.Machiwal)
for Exe.Director Civil Engineering (G)
Railway Board.

(188)

70/WDO/GR1/70/1

Ref: Para 2 of Your Note No. 89/TGIV/9/IR/4 dated: 17-5-89 on the Subject of Indian Railway Bill 1989 - Framing of draft Rules.

J.D.(R&R) may kindly send a photo copy of the rules which were framed in the past by the Central Government under section of Indian Railway Act 1890 defining the cases in which and in those cases the extent to which the procedure prescribed in section 17 to 20 (both inclusive) may be dispensed with.

The above documents are required to enable this office considering framing similar rules under section 29 chapter V of the Railway Act 1989 which has now been published in the Gazettee of India and circulated under your letter No. 89/TGIV/9/IRA/4 dated : 24-10-89.

27/10/89

EDCR(G)

J.D.(R&R)

(189)

The position regarding movement of 8'-0" wide X 9'-6" high containers on certain routes was put up on Case No. 88/CEDO/SR/16 to Adv.(CE), ED (Safety), EDT(Mktg) and OSD on 14.8.89 through EDCE(G).

The above case has not so far come back to the section. All concerned PSs may therefore kindly see and indicate the marking.

24/11/89

EDCE(G)

PS to Adv. (CE)

PS to E.D.(Safety)

PS to EDT (Mktg.)

OSD

PS/OSD advised Mr Narayan that the file is laying with OSD since 21.8.89. He however requested to record this note on the note sent by EDCE(G)

2/12/89
ADE/Cont.

79/CEDO/SD/20 (190) (190)

It is seen from S.O., Cash-III Branch Note dated 12.9.89 on File No.Hindi (Parl.)/89/15/1 dated 12.9.89 extracts placed below that a payment of Rs.476 + Rs.682 =Rs.1158/- has inadvertendly been made to Ministry of Urban Development, Jam Nagar House, New Delhi instead of Asstt.Manager (Administration), Government of India Press, Shimla - 171004., from whom the Bills were actually received for printing of Correction Slips.

Under the circumstances PAO, Railway Board be requested to get the refund of Rs.1158/- from the Ministry of Urban Development, Jamnagar House, New Delhi and arrange to make the necessary payment to the correct Billing Authority i.e.,Assistant Manager (Administration), Govt.of India Press, Shimla - 171004.

25/10/89 26/10/89

Cash-III.

PAO/Railway Board.

No.85/WDO/SD/12.

Spare

(191)

Ref: Regulations for Electrical Crossing of Railway Tracks - 1987. circulated by the Railways under letter No. 87/Elect.I/82/1 dt 26.10.87

The minimum height above rail level of the lowest portion of any conductor of a crossing including guard wire under conditions of minimum sag as given in ~~clause 41(iv) Schedule - I (Page 44)~~ BG, MG & NG Schedule and the clause 17.3 of Regulation for Electrical crossing of Railway Tracks - 1987 (Page 10) are reproduced below:--

Schedule of Dimensions		Regulations for Electrical crossing	
Description	As given in ~~Clause 11(iv) of Schedule-I~~ BG, MG & NG Schedule ~~for BG, MG & NG~~	Description	As given in Clause 17.3 of Regulations for Electrical Crossing of Railway Track - 1987. for BG, MG & NG.
Upto and including 650 volts	2.440 m	Upto and including 11 kV	Normally by Cable
Above 650 volts upto and including 33 kV	2.900 m		
Above 33 kV upto and including 66kV	3.200 m	Above 11 kV and upto 66 kV	14.10 m
Above 66 kV upto & including 110 kV	3.510 m	Above 66 kV and upto 132 kV	14.60 m
Above 110 kV and including 165 kV	3.810 m	Above 132 kV and upto 220 kV	15.40 m
Above 165 kV	4.110 m		
		Above 220 kV and upto 400 kV	17.90 m
		Above 400 kV and upto 500 kV	19.30 m
		Above 500 kV and upto 765 kV	23.40 m

While considering the above change the basis of arriving at the comparatively higher clearances in the book Regulations for Electrical Crossing of Railway Track 1987 were neither shown to Civil Engineering Dte. nor any correction to the Schedule was drafted by Electrical Dte. in consultation with RDSO. The basis of adopting a clearance of 2.0 metres for maintenance purposes shown in Note (i) of page 13 of the book is also not known to this office, which may be advised for information. Moreover, condonation of infringements to the clearances prescribed

.....2....

in the schedule are required to be condoned by the Board through CRS/CCRS whereas those prescribed in the book 'Regulations for Electrical crossing of Railway Track 1987 are required to be relaxed by the concerned Chief Electrical Engineer of the Zonal Railway.

In view of the above, Electrical Dte may please decide in consultation with RDSO if the clearances prescribed in the Schedule under Clause 11(iv) Chapter -I may be treated as deleted.

N.C. Schedule (2'-6" + 2'-0") Schedule may be treated as deleted

5/11/89

EDCE(G)

DEE(P.H.)

(193)

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

No. 89/CE-II/DT/2

रेल भवन, नई दिल्ली-110001, दिनांक 1.11.89
Rail Bhavan, New Delhi-110001, dated

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

Subject: Sanction for introduction of WAP1 Electric locomotive at a maximum permissible speed of 130 km/h between Ratlam and Mathura Jn. section of Western Railway for the purpose of raising the speed of Rajdhani Express to 130 km/h.

Ref: Your letter no. W.636/9/1/20(W3) dated 18/19-10-89.

With reference to your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated for the running of 4000 H.P. WAP1 AC Electric locomotive to RDSO's sketch No. SK.DL.3031 Alt.4 having an axle load of 18.8 t + 2% fitted with bogie frame and bolster castings at a maximum speed of 130 km/h on Ratlam-Mathura Jn. section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations mentioned in the Joint Safety Certificate No. 30 of 1989, RDSO's Speed Certificate No. SD.POL.12.4 dated 22.9.89 and all other Certificates accompanying your application referred to above. It is, however, noted that these locomotives are under manufacture at CLW/Chittaranjan and the Commissioner of Railway Safety, Western Circle, Bombay is separately being approached for increasing the speed of Rajdhani Express, presently running at 120 km/h between Ratlam and Mathura Jn. hauled by coupled WDM locos with 18 coaches, to run at 130 km/h with single WAP1 loco with 18 coaches on this section.

The sanction for condonation of infringements involved in the design of WAP1 locomotive to item 12 & 13 of Chapter IV(c) of BG Schedule of Dimensions (1973) has already been conveyed under this office letter no. 79/WDO/SR/6 dated 7.4.79.

V.K. Raizada

(V.K. Raizada)
Executive Director,
Civil Engg. (P)
Railway Board.

...2/-.

(194)

No. 89/CE-II/DT/2 New Delhi, dt. 1.11.89

Copy forwarded for information to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter no. 17-T(21)/80 dated 25.10.89.

2. The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter no. 12-5/239/352 dated 19.10.89.

3. The Director Standards (Motive Power), RDSO, Lucknow.

4. ADV/TT, ED(CC) and ED (Coaching).

(V.K. Raizada)
for Secretary,
Railway Board.

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

(195)

No. 88/CEDO/BS/1.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 15-11-89. 19

The Chief Engineer (Const.),
Central Railway,
Bombay - 400 001.

Sub: Jaitwar - Manikpur Doubling - Condonation of less free board to be extended in the sections i) Chitahara - Majgawan ; ii) Baramufi - manikpur.

With reference to your application No. EW/223/W/27/BR/11 dated 1-9-89, sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the proposed vertical clearance and free board, which are less than the requirement of 600 mm and 1000 mm respectively as per Clause 4.8 of Sub - Structure Code, in connection with the extension of 10 bridges on Chitahara - Majgawan & Baramufi - Manikpur sections for the sanctioned Jaitwar - Manikpur Doubling on Central Railway, as detailed in the Annexure accompanying your application referred to above. It is noted that the 10 culverts are small in size as well as total depth of flow entering to only small discharges and that nominal pitching has been proposed by the Railway.

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)
Exe. Director Civil Engg. (B&S),
Railway Board.

No. 88/CEDO/BS/1.

15-11-89.

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 dt. 29-9-89.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No. 394 dt. 25-9-89.

(A.K. MEHROTRA)
for Secretary Railway Board.

(196)

No. 82/WDO/SD/23

16-11-1989

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara.

Sub: Administrative approval for implantation of Colour Light Signals at Piplod-Bagla station on Nagda(excl.)-Palsona Nadrawan (incl.).

Ref: Your office letter No.WBRE/EL/D/1/0/Vol.II dated 20-10-1989.

...

In view of the position explained in your above quoted letter, the Ministry of Railways accord their administrative approval for implantation of two CLS posts at Piplod-Bagla station on the above section at a minimum distance varying from 2230 mm to 2300 mm as against 2360 mm required as per BG Schedule of Dimensions (1973) as shown in the statement accompanying your letter referred to above.

So far as General Administrative approval for implantation of structures on the balance Nagda-Bhopal section at a setting distance of less than 2360 mm is concerned, the blanket sanction cannot be given unless the list of structures in the prescribed form is sent by the RE Project along with a map showing these locations.

As already advised in this office letter No.82/WDO/SD/12 dated 18-6-1982, a list of locations where CLS posts are finally located with a setting distance of less than 2.36 metres may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of CLS posts.

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

Handed over personally
to Shri M K Kaul, CSTE/BRC.
16/11/89
CS/EDRE(S-17)

(197)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No. 89/CEDO/SR/29

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 17-11-89.19

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

Sub: Running of Ballast cleaning machine RM-80.

****

With reference to your application No. 519-W/552 dated : 7-9-89 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 30-10-89 the sanction of Ministry of Railways is hereby communicated for condonation of infringements to item No. 2(ii), 17, 19(b), 20(b), 21(b) and 22 of Chapter -IV A of B.G. Schedule of Dimensions (1973) involved in the design of Plasser (India)'s Ballast cleaning machine RM 80 as per RDSO's Drg. No. EDO/T-2148 as detailed in from -XI accompanying your application referred to above.

The sanction for the single movement of above Ballast cleaning machine RM-80 from New Delhi to Tughlakabad and New Delhi to Mughal-Sarai B.G. Section on your Railway will however be issued by the HOD's of your Railway in term of para 2.6.1 of policy circular No. 6 issued under Board's letter No. 73/WDO/SR/9/0 dated : 8-7-80.

(ASHOK KUMAR 17/11
Executive Director Civil Engg.(G).

No. 89/CEDO/SR/29

New Delhi Dated : 17-11-89.

Copy forwarded to :

1. The Chief Commissioner of Railway Safety, Lucknow with reference to his endorsement No. RS-18T(1)/87 dated: 12-10-89.
2. The Commissioner of Railway safety, Northern Circle, Hazratganj, Lucknow with reference to his letter No. 29/1339/Ballast cleaning machine RM80 dated : 26-9-89.
3. The Director Standards(Track) R.D.S.O. Lucknow.

(ASHOK KUMAR)
for Secretary Railway Board.

No. 85/WRD/EE/12. (198)

Ref: Regulations for Electrical Crossing of Railway Tracks - 1987 circulated to Railways under letter No. 87/Elect.J/112/1 dated: 26-10-87.

The minimum height above rail level of the lowest portion of any conductor of a crossing including guard wire under conditions of minimum sag as given in various clauses of B.G., M.G. & N.G. Schedule and the clause 17.3 of Regulation for Electrical crossing of Railway Tracks - 1987 (Page 10) are reproduced below:--

Sl.No.	Schedule of Dimensions		Regulations for Electrical crossing	
	Description	As given in B.G., M.G. & N.G. Schedule.	Description	As given in Clause 17.3 of Regulations for Electrical Crossing of Railway Track 1987 for B.G., M.G., & N.G.
i)	Upto and including 650 volts	2.440 m	Upto and including 11 kV	Normally by Cable
ii)	Above 650 volts upto & including 33kV	2.900 m		
iii)	Above 33kV upto and including 66kV	3.200 m	Above 11 kV and upto 66 kV	14.10 m
iv)	Above 66 kV upto and including 110kV	3.510 m	Above 66 kV and upto 132kV	14.60 m
v)	Above 110 kV and including 165 kV	3.810 m	Above 132 kV and upto 220kV	15.40 m
vi)	Above 165 kV	4.110 m		
vii)	----		Above 220 kV and upto 400 kV	17.90 m
viii)	----		Above 400 kV and upto 500 kV	19.30 m
ix)	----		Above 500 kVand upto 800 kV	23.40 m

.....2...

(199)

While considering the above change, the basis of specifying comparatively higher clearance in the book Regulations for Electrical Crossing of Railway Track 1987 were neither shown to Civil Engineering Dte. nor any correction to the Schedule was drafted by Electrical Dte. in consultation with RDSO. The basis of adopting a clearance of 2.0 metres for maintenance purposes shown in Note (i) of page 13 of the book is also not known which may be advised. Moreover, condonation of infringements to the clearances prescribed in the schedule are required to be condoned by the Board through CRS/CCRS whereas those prescribed in the book 'Regulations for Electrical crossing of Railway Track 1987 are required to be relaxed by the concerned Chief Electrical Engineer of the Zonal.

In view of the above, Electrical Dte. may please decide in consultation with RDSO if the clearances prescribed in the Schedule under various Clauses in B.G., M.G., and N.G. (2'-6" & 2'-0") Schedule may be treated as deleted are to be treated as deleted on require modification.

Sd/- 17.11.89
EDCE(G)

Adv.(CE)

Adv.(Elec.)

JDEE(Lines)

(200)

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21 - 11 - 1989.

No.82/WDO/SD/23.

The Chief Project Manager (S&T),
Railway Electrification,
Kota - 324 002

Sub:- Tundla-Agra-Bayana Electrification - Location of signals at less than 2.36 m implantation.

Ref:- Your office letter No.BT/RE/S&T/14/1 dated 20-9-89.

****

In view of the position explained in your letter Quoted above, the Ministry of Railways accord their Administrative approval for adoption of setting distances varying from 2210 mm to 2350 mm for 29 signal structures in between tracks on Tundla-Agra-Bayana section as detailed in the Annexure accompanying your letter referred to above.

As already advised in this office letter No.82/WDO/SD/12 dated 18-6-82, a list of all locations where signal structures are finally located with a setting distance of less than 2.36 m may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of signals.

Please acknowledge the receipt of this letter.

17.11.89

(Ashok Kumar)
Executive Director Civil Engineering (G),
Railway Board.

(201)

Ref:- O&M's Note dated 1-11-89 placed below.

Movement of Overdimensional Consignments is being dealt with by the Zonal Railways in terms of letter No. 81/ER.I/400/1 dated 11.3.82. Restorations is being dealt with by W-V(now W-II) as may be seen from page 180 of revised list of subjects circulated by O&M under their No.85/O&M/70/1 dated 7-9-87

So far as record of maps is concerned the maps are now being recorded alongwith the files and no record of old maps is being maintained.

21/11/89

O&M.

/with

The subject was discussed during the meeting in Adviser(Planning)'s Room on 29-9-89 wherein I had taken a stand that Civil Engg. Dte. has already advised that/the introduction of BOXN Wagons having axle load of 22.5 tonnes the loading density of 7.67 tonnes per metre would be exceeded and accordingly strogthening of track and bridges on KK line would require to be undertaken which will require additional expenditure of Rs.23 crores (Rs.13 crores for track and Rs.10 crores for bridges). The time frame for completion would be 3 years. These details are contained in my note of even number dt. 6-7-89. However, during the meeting a specific issue was raised by Adviser(Planning) as to whether in view of marginal increase in the trailing load density to 8.25 tonnes per metre with the introduction of BOXN Wagons with axle load restricted to 22 tonnes, why it would be necessary to undertake strogthening of track and bridges ? No doubt there is increase in the trailing load density but whether additional inputs of above magnitude are called for is to be examined in depth by RDSO. Accordingly, JDPP(ME) has been advised to frame the minutes to incorporate the above view point. Accordingly, for the present the action to turn down BOXN Wagons with 22 tonne axle load should pend.

It is presumed that there is no change in the design features of BOXN Wagons with the uprating of axle load from 20.3 tonnes to 22 tonnes.

(Ashok Kumar)
EDCE(C)
11-10-89

Adv./CE

EDME(RSH)

THE MOVING DIMENSIONS - SCENARIO in 2000

In order to effect improvement in throughput, it is necessary to liberalise the moving dimensions of the rolling stock. A beginning has already been made in this direction by permitting movement of Bottom Discharge Hopper Wagons (BOBR) having a width of 3500 mm as against the width of 3200 mm catered for BG Moving Dimensions of 1929. These wagons will be utilised for transporting bulk commodities like coal. The adoption of Bottom Discharge wagons will reduce detentions at unloading terminals. Also the feasibility of permitting 3500 mm BG Wagons with sliding doors is being examined in order to increase the throughput for general service wagons. This will require the minimum track centres to be 4570 mm (15'-0") and structure distance of 2135 mm (7'-0") as against 4265 mm (14'-0") & 1980 mm (6'-6") respectively. In case of infringement, the Railways will be asked to plan their removal during coming years.

Recently instructions have been issued to Railways to cater to movement of rolling stock built to profile RDSO/T-1043 which has dimensions of 3250 mm (10'-8") wide x 4265 mm (14'-0") high by including the works of removal of infringements in the Works Programme 1990-91. These increased dimensions would lead to having wider and taller rolling stock and thus provide greater passenger comfort and increased passenger carrying capacity and in respect of freight stock would lead to optimising design of tank wagons as also for movement of special purpose wagons.

The container traffic is increasing at a galloping rate in view of its inherent advantages to the customer and carriers, particularly Railways, and international requirements for purpose of import/export. 2438 mm (8'-0") x 2438 mm (8'-0") and 2438 mm (8'-0") x 2591 mm (8'-6") I.S.O. Containers are already in use and larger containers of size 2592 mm (8'-6") x 2743 mm (9'-0") and 2591 mm (8'-6") x 2895 mm (9'-6") at par with ISO Containers are proposed to be used in the near future. The possibility of running 2591 mm (8'-6") x 2743 mm (9'-0") containers has been examined and it has been found that on most of the trunk routes it will be possible to permit their movement.

A.E.D. to see me regarding

Seen Thanks

11
21/9/89

(204)

May kindly see the notings at page 15/N of the linked file No.85/WDO/SD/12, wherein certain routes were identified in the context of excution of Railway Electrification works. In respect of these routes and one additional route i.e., Royapuram-Madras Beach identified vide note dated22.4.87 at page 23/N of linked file, the Railways were exempted from providing the prescribed clearances applicable for rolling stock of 3660 mm (12'-0") wide stock. In such cases, Administrative approval will require to be taken by the R.E. Units from the Board in advance of the excution of the work.

EDRE vide his note at page 1-2/N has proposed another section Nagda-Bhopal of Western Railway - to be covered under the ambit of above stipulations as the same was earlier inadvertently left out.

Similarly, Administrative approval for implantation of 29 Signal Structures at setting distances varying from 2210 mm to 2350 mm as against 2360 mm required as per Schedule has been sought for by Chief Project Manager/RE/ Kota on Tundla-Agra-Baysna section on case No.82/WDO/SD/ 23. Tundla-Agra-Baysna section is also not covered under the list of sections already approved for granting Administrative approval. EDRE may kindly offer his comments on Tundla-Agra-Baysna section also before the case is further passed on to obtain the orders for inclusion of the above two sections for the purpose of issuing Administrative approval.

(Ashok Kumar)
EDCE (G)
27-10-89.

EDRE

Adv./TI

Adv./Plg.

Adv./CE

EDCE(G)

(205)

P.O.No. 287 of 1989 New Delhi, dated 21.11.1989

The following promotions on ad-hoc basis are made w.e.f. 21.11.1989.

1. Shri P.P. Sabharwal, Tech. Asstt., Planning Branch scale Rs.1400-2300 is promoted and posted in Stat (D) as Sr. Draftsman scale Rs.1600-2660 vice Shri B.D. Chauhan, Sr. Draftsman promoted as Head Draftsman vide P.O. No.278 of 1989 dt.7.11.89.

2. Shri K.C. Kukreja, Jr. Draftsman 'A', WDO- Branch scale Rs.1400-2300 is promoted and posted in WDO-Branch vice Shri J.L. Verma, Sr. Draftsman, scale Rs.1600-2660 promoted as Chief Estimator vide P.O. No. 284 of 1989 dated 10.11.1989.

3. Shri D.P. Singh, Jr. Draftsman 'B', Plg. Branch scale Rs.1200-2040 is promoted and posted in WDO-Branch as Jr. Draftsman 'A' scale Rs.1400-2300 Vice Shri K.C. Kukreja (vide S.No.2).

4. Smt. S.L. Gulati, Jr. Draftsman 'B', Stat (Drawing) scale Rs.1200-2040 is promoted and posted in WDC Branch as Jr. Draftsman 'A' in scale Rs.1400-2300 vice Shri A.S. Sandhu, Jr. Draftsman 'A' promoted as Sr. Draftsman vide P.O. No. 264 of 1989 dt.17.10.89.

5. Shri K. Singh, Jr. Draftsman 'B', M(D) Branch scale Rs.1200-2040 is promoted and posted in CEDO Branch as Jr. Draftsman 'A' in scale Rs.1400-2300 vice Shri R. Narayanan, Jr. Draftsman 'A' promoted as Sr. Draftsman vide P.O. No.264 of 1989 dt.17.10.89.

The above mentioned staff should however, note that their posting as above has been ordered purely on ad-hoc and temporary basis in the administrative convenience without conferring upon them any title/claim for retention/promotion to such posts in future.

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

File No. E89/PM3/7/RB2

Copy to: WDO, CEDO, Planning, Stat (Drawing), M(D), Co-op. Planning Cell, ERB-IV, ERB-D, Cash-II, Vig.(C), CA-DS(G), Individual concerned, P.File Nos. 3130, 4538, 5657, 5794, 5795.

(206)

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

No.89/CEDO/SR/4 New Delhi dated 27.10.89

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

Sub: Introduction of 140t B.G. diesel hydraulic break down crane manufactured by M/S. Jessop and Co.Ltd. Calcutta in regular services.

.....

With reference to your application No. W.552/15/Vol.II dated 9.8.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t B.G. diesel hydraulic break down crane having an axle load of 19.9t supplied by M/S. Jessop & Co. Limited, Calcutta to RDSO's drawing No. Sketch CR.748 (Alt.2) fitted with 2 six-wheeled bogies and 2 four-wheeler relieving bogies with a single stage laminated bearing spring suspension arrangement provided with a match truck with 2 four-wheeler bogies and single stage suspension at the secondary stage and with a separate ballast carrier which is also fitted with four-wheeler double bogies with single stage suspension at secondary stage on the 3 B.G. sections at a maximum speed shown against each section in Annexure-'A' enclosed which are subject to the following conditions:

1) When hauled in a train as a trailing load by single WDM/2, WAM/4 or any other diesel/electric locomotive with Jib resting on match truck shall be permitted at a maximum permissible speed of 60kmph or at a maximum sectional goods train speed whichever is less in that section.

2) When hauled, in a train as a trailing load by "WG" type steam locomotive with Jib resting on match truck shall be permitted at a maximum permissible speed of 40kmph or at a maximum sectional goods train speed whichever is less in that section.

3) When working/trailing in its own power with or without load as indicated in RDSO'S Sketches LD/SK-615 and 616(Sheet No. 1&2) shall be permitted to run/work at a maximum speed of 5kmph, and when running on its own power the Crane shall not lift or move with load greater than 14t at a radius of 11 metre or proportionately less at larger radius. However, movement of the Crane on its own power on bridge is not permitted.

The sanction is subject to observance of all permanent and temporar speed restrictions in force and/or those that may be imposed from time t time. The sanction is further subject to observance of all other conditions/stipulations made in your Joint safety Certificate No.21/89 and all other certificates accompanying your application referred to abo

The Railway Ministry also sanction the infringement to item No.11(i Chapter-IV(C) of B.G. Schedule of Dimensions (1973) involved in the running of 140t B.G. diesel hydraulic crane as detailed in Form-XI accom panying your application.

(ASHOK KUMAR)
Exe. Director Civil Engg.(G)
-/2

(207)

No. 89/CEDO/SR/4 New Delhi dated 27.10.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(5)/82 dt.12.10.89.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Rd., 12th floor, Calcutta-700 001 with reference to his letter No. 32/3613/86-88-89 dated 3.10.1989.

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

(ASHOK KUMAR)
for Secretary Railway Board.

ANNEXURE 'A'

S.No.	Sections	Speed in kmph	
		When hauled in a train as trailing load by a single diesel or Electric Loco. with jib resting on match truck.	When travelling on its own power with or without load.
1.	Howrah - Bardhman (via M.L/HBC.	60	5
2.	Bardhman - Sitarampur (via M.L.)	60	5
3.	Sitarampur - Mughalsarai (via M.L./G.C.)	60	5

(208)

No.87/MDO/SD/5

Reg: Report of the Committee to review platform/FOB widths for future constructions/remodelling of railway platforms.

.....

With reference to Board(CRB)'s minutes* on the Report of the Committee constituted by Board to lay down a rational criteria for provision of platform and FOB widths, the following comments are offered

(a) The number of passengers both inward and outward dealt with during the day has been asked for from Northern Railway in respect of important stations. On the basis of the proposed classification of stations as per the recommendations contained in Committee's report, the stations may be classified in large, medium and small categories.

(b) The minimum width of 4.5 m for FOB and 3 m for staircase for small stations was prescribed to cater for future growth. It would be a costly proposition to increase the width in future.

(c) On the ganguay staircases from more than one platform may merge and therefore the width of ganguay was suggested more than that of the staircase.

(d) The width of platform is related to the number of passengers dealt with at a platform and any increase in the width of kiosk would hamper the movement of the passengers on the platform. 2.4 m width was the minimum practicable width and was proposed accordingly.

(e) At Bombay Central, the existing width of the end portion of passenger platform is about 25' (7.5 m). This width is considered adequate by the Western Railway. As in the end portion near the exit there will be no FOB, Accordingly, a width of 10 m is considered adequate taking into consideration future growth of traffic.

(f) It will be stipulated that provision of benches near the ends of platform for about 15 m on either side of FOB/Subways be avoided.

The above remarks may be incorporated in the Memorandum to be prepared for consideration of the report of the Committee by the Board.

(Ashok Kumar)
EDCE(G)
27-11-89

D.L.M.

Copy to CEDO Br.

(209)

No.87/WDO/SD/5

Reg: Report on platform/FOB widths for future constructions/re-modelling of railway platforms.

.....

M.E. has suggested the following modifications in the Executive Summary:-

(1) Recommendation No.1 and 2:

The criteria regarding width of platform and FOB based on number of passengers dealt with per minute per metre based on American Railroad Engineers Association has been modified by the Select Committee(under the Chairmanship of Shri R.B. Ajgaonkar, CE/NF Railway) constituted by the Board to revise the Works Manual to take into consideration the conditions prevailing in India where people travel long distances involving overnight travel and carry heavy luggage. The norms suggested are more stringent than those prescribed by American Railroad Engineers Association. The norms are yet to be approved by the Board. We may adopt the original norms of American Railroad Engineers Association.

(2) The suggested platform width ~~is~~ in respect of medium and large stations may be reduced as 14 and 16 metres respectively.

(3) Item 13 of Executive Summary may be reworded as under:-

"Where the platform width is found to be inadequate, the elevated circulating mezzanine may be provided."

The above remarks of Board(ME) may be incorporated in the Memorandum to be put up to Board.

(Ashok Kumar)
EDCE(G)
27-11-89

M.E.

Copy to CEDO Br.

LIST OF IMPORTANT CASES UNDER EDCE(G)

(1) Provision of Railway Siding for CCI at Tughlakabad:

This is a deposit work being undertaken by Northern Railway. Land acquidition of 11.2 acres is involved and Railways have agreed to acquire from DDA the land on behalf of CCI. Board (CRB and ME) had directed Northern Railway to reduce the scope of facilities and effect reduction in the cost. Northern Railway has been asked to furnish the above details by end of November/89.

(2) Draft Para regarding non-realisation/delayed realisation of cost of staff for various siding holders.

The CAG have pointed out in their report for the year 1987-88 that Railway Admn. has not prescribed the interest to be charged from the siding holders towards the cost of staff for various siding holders. Replies from Northern and Western Railways are awaited. These Railways may be reminded.

(3) Kalya-Turbhe Siding of CIDCO on Central Railway:

A reference has been received from Central Railway regarding waival of departmental charges in respect of above siding. The proposal has already been sent to Finance for vetting which may be pursued as Board(ME) had desired the case to be expedited.

(4) Audit Para regarding non-accountal of Coal Ash and Cinder.

The disposition of Audit Para is pending on account of non-receipt of information from N.F. Railway. A DO letter had been addressed to GM/NFR on 13-10-89. The matter may be pursued with the Railway.

(5) Powers to dispense with calling of tenders for Works Contracts

Certain powers have been prescribed reg. disposition of calling of tenders for works contracts and acceptance of quotations for limit up to Rs.25,000/- without Finance concurrence. The validity of the said delegation has expired on 30-9-89. The proposal has already been sent to Finance for extension of these powers as a permanent measure. The matter may be pursued with EDF(X) who on account of his preoccupation with Works Programme has not been able to look into the matter.

(21)

(6) License Fee for railway land occupied by private siding owners.

The license fee for the railway land occupied by private siding owners was revised from 6% of the market value to 15% from April/86 by L.M. Dte. Board is considering revision of the license fee in respect of railway land licensed for private sidings. Rlys. were addressed to find out their views in the matter. Replies are awaited from Central, Northern, N.F., S.C. and S.E. Railways who may be reminded.

(7) Development of Computerised Management Information System.

Systems Development Group of Eastern Railway had prepared a report on "System Plan and Specifications" for Computer Aided Information System for assets and projects management in Civil Engg. Department. The Railway was required to prepare a detailed report on this pilot project indicating full financial implications including operational improvement on account of computerisation. Based on this report, decision regarding further extension of computerisation in Civil Engg. Department of other Railways will betaken. The report from Eastern Railway is awaited. Last DO reminder was issued to CE/Eastern Railway on 6-10-89. The matter may be pursued with Eastern Railway.

(8) Model Tender Documents:

Draft of Model Tender Documents has been received from Cabinet Sectt. around 20th November/89 and a commitment has been given to the Department of Cabinet Sectt. that the remarks will be furnished by end of November/89. The remarks may be finalised in consultation with associate Finance before 30th November/89 and forwarded after obtaining Board's approval to the Cabinet Sectt.

(9) Review of platform/FOB widths:

A Committee had been constituted by Board(ME & MT) to go into the whole gamut of provision of platform/FOB widths and lay down a rational criteria for provision of platform and FOB widths in respect of future constructions/remodelling of platforms. The composition

Contd....3/-

(212)

of the Committee is as follows:-

1. Shri L.C. Monga, CPDE/Northern Railway.
2. Shri S.R.Shah/Shri S.D. Chaturvedi, CCS(G)/Northern Railway.
3. Shri Ashok Kumar, EDCE(G)/Railway Board.
4. Prof. N. Ranganathan, Head, Deptt. of Transport Plg., School of Planning & Architecture, N.Delhi.

The Committee has since submitted its report. CRB has made certain observations on the report which may be seen in the note dt.20-11-89 on file No.87/WDO/SD/5. The note of CRB has been circulated to other Board Members for comments. A letter has also been addressed to CCS/NR and also to DRMs of Northern Railway to furnish the statistics regarding number of passengers (both inward and outward) dealt with per day. These statistics will be made use of for reviewing the criteria reg. classification of stations into large, medium and small categories. On receipt of above information and comments of other Board Members, a Memorandum will be put up for discussion at the Board's meeting sometime in the 1st week of December/89.

(10) Confederation of Engineering Industry (CEI) and Railways Joint Functional Group

An Apex Working Group of CEI and Indian Railways has been constituted about a year back. Under its aegis, Functional Groups of Rolling Stock/Electrical/Electronic Equipment/Engineering have been constituted. The Convenor of the Engineering Group of is EDCE(G). The last meeting of the Joint Functional Group on Engineering was held on 28-9-89. Next meeting was proposed by CEI during November/89. However, CEI has been asked to have this meeting sometime in January/90 as November was not found suitable due to Works Programme Meetings. The subject proposed for meeting is Railway Bridges. On this subject, focus may be on assistance required from Industries regarding Plants & Machinery and EDCE(B&S) may be asked to furnish the details.

Contd...../-

(11) Indian Railway Bill,1989:

The Indian Railway Bill has recently been passed by both Houses of Parliament. The Civil Engg. Dte. is concerned with Section 29 of Chapter V of the Bill which pertains to Rules for opening of a Railway. CCRS - Shri N.P. Vithal -had offered to revise the Draft Rules for opening of the Railway. He was requested to frame the rules by July/89. However, in his letter of 7-9-89 he has advised that he is in touch with the Chief Inspecting Officer of Railways, U.K. and will respond within next month. As the reply is still awaited, ~~MS~~ may attend to frame the rules and send it for approval of CCRS/Lucknow. The details may be seen at S.No.5 of file No.70/WDO/ORI/RO/1.

(12) Honorarium for Arbitration etc.:

A meeting was held on 4-7-89 to consider various disputes pertaining to arbitration. One of the items discussed was regarding payment of Honorarium for Arbitration cases. It was felt that the existing amount of Honorarium for arbitration cases is inadequate and does not give adequate incentive to expedite hearings. In respect of Enquiry Officers for presenting the vigilance cases before the Disciplinary Authority, the Honorarium has been enhanced to Rs.2000/- per case. It was felt that on similar lines a proposal should be mooted for enhancement of Arbitration fees upto Rs.2000/- per case depending upon the claim value. The details may be seen in minutes of the meeting contained in case No.78/W1/CT/36(Mtg.) of 20-8-89.

(Ashok Kumar)
EDCE(G)
27-11-89

Copy to:-

1. Shri S.D. Gupta,
2. Adv./CE
3. CE-1
4. CEDE

LIST OF IMPORTANT CASES UNDER EDCE(G)

(1) Provision of Railway Siding for CCI at Tughlakabad:

This is a deposit work being undertaken by Northern Railway. Land acquidition of 11.2 acres is involved and Railways have agreed to acquire from DDA the land on behalf of CCI. Board (CRB and ME) had directed Northern Railway to reduce the scope of facilities and effect reduction in the cost. Northern Railway has been asked to furnish the above details by end of November/89.

(2) Draft Para regarding non-realisation/delayed realisation of cost of staff for various siding holders.

The CAG have pointed out in their report for the year 1987-88 that Railway Admn. has not prescribed the interest to be charged from the siding holders towards the cost of staff for various siding holders. Replies from Northern and Western Railways are awaited. These Railways may be reminded.

(3) Kalva-Turbhe Siding of CIDCO on Central Railway:

A reference has been received from Central Railway regarding waival of departmental charges in respect of above siding. The proposal has already been sent to Finance for vetting which may be pursued as Board(ME) had desired the case to be expedited.

(4) Audit Para regarding non-accountal of Coal Ash and Cinder.

The disposition of Audit Para is pending on account of non-receipt of information from N.F. Railway. A DO letter had been addressed to GM/NFR on 13-10-89. The matter may be pursued with the Railway.

(5) Powers to dispense with calling of tenders for Works Contracts

Certain powers have been prescribed reg. disposition of calling of tenders for works contracts and acceptance of quotations for limit upto Rs.25,000/- without Finance concurrence. The validity of the above delegation has expired on 30-9-89. The proposal has already been sent to Finance for extension of these powers as a permanent measure. The matter may be pursued with EDF(X) who on accounts of his preoccupation with Works Programme has not been able to look into the matter.

(6) License Fee for railway land occupied by private siding owners.

The license fee for the railway land occupied by private siding owners was revised from 6% of the market value to 15% from April/86 by L.M. Dte. Board is considering revision of the license fee in respect of railway land licensed for private sidings. Rlys. were addressed to find out their views in the matter. Replies are awaited from Central, Northern, N.F., S.C. and S.E. Railways who may be reminded.

(7) Development of Computerised Management Information System.

Systems Development Group of Eastern Railway had prepared a report on "System Plan and Specifications" for Computer Aided Information System for assets and projects management in Civil Engg. Department. The Railway was required to prepare a detailed report on this pilot project indicating full financial implications including operational improvement on account of computerisation. Based on this report, decision regarding further extension of computerisation in Civil Engg. Department of other Railways will be taken. The report from Eastern Railway is awaited. Last DO reminder was issued to CE/Eastern Railway on 6-10-89. The matter may be pursued with Eastern Railway.

(8) Model Tender Documents:

Draft of Model Tender Documents has been received from Cabinet Sectt. around 20th November/89 and a commitment has been given to the Department of Cabinet Sectt. that the remarks will be furnished by end of November/89. The remarks may be finalised in consultation with associate Finance before 30th November/89 and forwarded after obtaining Board's approval to the Cabinet Sectt.

(9) Review of platform/FOB widths:

A Committee had been constituted by Board(ME & MT) to go into the whole gamut of provision of platform/FOB widths and lay down a rational criteria for provision of platform and FOB widths in respect of future constructions/remodelling of platforms. The composition

Contd....3/-

of the Committee is as follows:-

1. Shri L.C. Monga, CPDE/Northern Railway.
2. Shri S.R.Shah/Shri S.D. Chaturvedi, CCS(G)/Northern Railway.
3. Shri Ashok Kumar, EDCE(G)/Railway Board.
4. Prof. N. Ranganathan, Head, Deptt. of Transport Plg., School of Planning & Architecture, N.Delhi.

The Committee has since submitted its report. CRB has made certain observations on the report which may be seen in the note dt.20-11-89 on file No.87/WDO/SD/5. The note of CRB has been circulated to other Board Members for comments. A letter has also been addressed to CCS/NR and also to DRMs of Northern Railway to furnish the statistics regarding number of passengers (both inward and outward) dealt with per day. These statistics will be made use of for reviewing the criteria reg. classification of stations into large, medium and small categories. On receipt of above information and comments of other Board Members, a Memorandum will be put up for discussion at the Board's meeting sometime in the 1st week of December/89.

(10) Confederation of Engineering Industry (CEI) and Railways Joint Functional Group

An Apex Working Group of CEI and Indian Railways has been constituted about a year back. Under its aegis, Functional Groups of Rolling Stock/Electrical/Electronic Equipment/Engineering have been constituted. The Convenor of the Engineering Group of is EDCE(G). The last meeting of the Joint Functional Group on Engineering was held on 28-9-89. Next meeting was proposed by CEI during November/89. However, CEI has been asked to have this meeting sometime in January/90 as November was not found suitable due to Works Programme Meetings. The subject proposed for meeting is Railway Bridges. On this subject, focus may be on assistance required from Industries regarding Plants & Machinery and EDCE(B&S) may be asked to furnish the details.

Contd...../-

(11) Indian Railway Bill,1989:

The Indian Railway Bill has recently been passed by both Houses of Parliament. The Civil Engg. Dte. is concerned with Section 29 of Chapter V of the Bill which pertains to Rules for opening of a Railway. CCRS - Shri N.P. Vithal -had offered to revise the Draft Rules for opening of the Railway. He was requested to frame the rules by July/89. However, in his letter of 7-9-89 he has advised that he is in touch with the Chief Inspecting Officer of Railways, U.K. and will respond within next month. As the reply is still awaited, ~~he~~ may attend to frame the rules and send it for approval of CCRS/Lucknow. The details may be seen at S.No.5 of file No.70/WDO/ORI/RO/1.

(12) Honorarium for Arbitration etc.:

A meeting was held on 4-7-89 to consider various disputes pertaining to arbitration. One of the items discussed was regarding payment of Honorarium for Arbitration cases. It was felt that the existing amount of Honorarium for arbitration cases is inadequate and does not give adequate incentive to expedite hearings. In respect of Enquiry Officers for presenting the vigilance cases before the Disciplinary Authority, the Honorarium has been enhanced to Rs.2000/- per case. It was felt that on similar lines a proposal should be mooted for enhancement of Arbitration fees upto Rs.2000/- per case depending upon the claim value. The details may be seen in minutes of the meeting contained in case No.78/W1/CT/36(Mtg.) of 20-8-89.

(Ashok Kumar)
EDCE(G)
27-11-89

Copy to:-

1. Shri S.D. Gupta,
2. Adv./CE
3. CE-1
4. CEDO

(218)

No.87/WDO/GRS/IR/1. 28/11/89.

The General Manager (W),
Northeast Frontier Railway,
Maligaon,
Guwahati - 781011.

Sub:- Inspection Report of Alipurduar Division for the year ending 31st March,87.

Ref:- Your office letter No.W/168/GRS/GHY-NJP/87/W-7 dated 2-9-88.

Please refer to your office letter quoted above and a subsequent reminder of this office letter of even number dated 10-3-89 and expedite the reply.

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

(219)

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

No.89/CEDO/SD/20.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 29-11-89.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Permission to retain trees on the platform which are infringing the Schedule Standard Dimensions at Baharaich station of Lucknow Division.

With reference to your letter No. W/340/SSD/4-A dated 5-10-89 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the condonation of infringement to item 7 of Chapter-II Schedule-I of M.G.Schedule of Dimensions (1963) in connection with retention of seven trees existing on Mela platform at Baharaich station on Gonda-Mailani section on Lucknow Division of your railway as shown in Appendix-I on the reverse. Appendix-I is based on Form-XI, Signalling Drawing No.RD-94 and the infringement Drawing No.Nil accompanying your letter referred to above. The sanction is subject to observance of the following conditions:

1. Review after a period of five years by which time the girth of trees and/or passenger traffic may increase.
2. Regular lopping of branches as required to maintain specific clearances and
3. The trees being maintained at reasonable heights so as to prevent their falling over in a storm.

It is however noted that retention of these seven trees provides shade and cutting of these fully grown trees is not desirable from environmental consideration. It is also noted that the platform is used for receiving and despatching trains whose speed limited to 15 kmph because of the entry to platform through a number of turnouts and as a safety precaution the trees have been given White and Red ochre bands upto 2 metres to warn an unwary passenger of the obstruction.

(Ashok Kumar) 29/11/89
Executive Director Civil Engineering (G),
Railway Board.

(220)

No.89/CEDO/SD/20. New Delhi, Dated 29-11-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.19-T(1)/86 dated 15-11-89.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.403/3493/Pt.IV dated 12-10-89.

(Ashok Kumar)
for Secretary Railway Board.

APPENDIX-I

Sl.No.	Location	Name of the structure which infringes.	Chapter & item of Schedule.	Existing Dimensions	Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Gonda - Mailani section on Lucknow Division at Km.60/3-9.	Fully grown trees seven in number on Mela platform at on Baharaich station.	item 7 Chapter-II of Schedule-I	Min.-5.00 M	3.00 M to 3.70 M	1.3 M to 2.00 M.

No. 89/CEDO/SP/21. 1-12-89.

The Commissioner of Railway Safety,
Southern Circle,
No.7, Sheshadri Road,
Gandhi Nagar,
Bangalore - 560 009.

Sub:- Macheri Road Halt (Salem-Metur Dam Branch line) - Proposed conversion into crossing station with directional simultaneous reception facilities in connection with siding proposals for Tamil Nadu Electricity Board.

Ref:- Your letter No.744 dated 22-8-89.

It has been stated in para 2 (iii) of your above Quoted letter that no minimum radius of vertical curve is prescribed for Group 'E' routes and a vertical curve of 2000 metres can be easily be fitted in the available distance of 10 metres between the change of grade point and the heel of crossing of flip siding at Salem end.

In this connection, a reference is invited tp para 419 at page 420 of Indian Railway Manual (1985 issue) where a minimum radius of 2500 metres is prescribed for Group 'E' routes. In view of this provision, it is requested that your revised comments on para 2(iii) may be sent to this office.

s/d-
(S.D.Gupta)
for Secretary Railway Board.

No.89/CEDO/SP/21. Dated New Delhi, 1-12-89.

Copy to:-

Chief Engineer (Construction), Southern Railway, Egmore, Madras - 600 008 for information with reference to his letter No.450/1/46/CN/VolX dated 11.8.89

S.D.Gupta
(S.D.Gupta)

(222)

S.D. GUPTA,

EXECUTIVE DIRECTOR
CIVIL ENGINEERING (G)

Rail Bhawan,
New Delhi.

D.O. NO.89/CEDO/RB/22 dated: / .11.89.

My dear Gupta,

Sub: Draft Memorandum for taking up project for design of M.G. covered wagon with 14t axle load.

Enclosed please find a copy of Shri Mithal, Director Standards (Wagon), RDSO's D.O. No. MW/GN/MBCN dated -10-89 on the above noted subject addressed to Shri S.C. Nathi, Adviser Mech. Engineering and copied to Shri J.S. Mundrey Adviser (Civil Engineering) Railway Board. I shall be thankful if you could furnish your comments on the issues pertaining to Civil Engineering aspects by 8.12.89.

With best wishes,

Yours faincerely,

Satyam 1/12/89
(S.D. GUPTA)

Shri S.C. Gupta,
Director Standards(Track),
R.D.S.O.,
Lucknow - 226 011.

(223)

No. 82/WDO/SD/23

16-11-1989

The Chief Project Manager,
Railway Electrification,
Pratap Nagar,
Vadodara.

Sub: Administrative approval for implantation of Colour Light Signals at Piplod-Bagla station on Nagda(excl.)-Palsona Nadrawan (incl.).

Ref: Your office letter No.WBRE/EL/D/1/0/Vol.II dated 20-10-1989.

...

In view of the position explained in your above quoted letter, the Ministry of Railways accord their administrative approval for implantation of two CLS posts at Piplod-Bagla station on the above section at a minimum distance varying from 2230 mm to 2300 mm as against 2360 mm required as per BG Schedule of Dimensions (1973) as shown in the statement accompanying your letter referred to above.

So far as General Administrative approval for implantation of structures on the balance Nagda-Bhopal section at a setting distance of less than 2360 mm is concerned, the blanket sanction cannot be given unless the list of structures in the prescribed form is sent by the RE Project along with a map showing these locations.

As already advised in this office letter No.82/WDO/SD/12 dated 18-6-1982, a list of locations where CLS posts are finally located with a setting distance of less than 2.36 metres may be submitted as an enclosure to the statement of infringements while obtaining CRS's sanction for commissioning of CLS posts.

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

Handed over personally
to Shri M K Kaul, CSTE/BRC.
16/11/89
(S)EDRE(S-II)

(224)

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

No.85/WDO/SR/1 New Delhi dated 4.12.89

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

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

Ref: Your office letter No.CT/DG/LW/BOBR dt. 9.6.88.

.....

Please refer to this office letter of even number dated 16.12.88 on the above noted subject. Certain other sections have been identified which could be used in case of emergencies, diversions and changes in linkages etc. for running of 'BOBR' wagons. The sections earlier shown at page 2 of this office letter of even number dated 16.12.88 may be replaced by the revised list enclosed as Annexure-I to this letter.

Accordingly, the Speed Certificate issued earlier under your office letter No.MW/CS/Spl.W/BD dated 25.1.89 may also be revised.

(S.D. GUPTA)
Exe. Director Civil Engg.(G)
Railway Board.

Encl: One

No.85/WDO/SR/1 New Delhi dated 4.12.89

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No. RS.18-T(7)/84 dt. 15.6.88.
2. The Director Standards(Wagon), R.D.S.O., Lucknow-226 011.
3. TT(V) Branch, Railway Board for their case No. 88/TT(V)/71 Yamuna Nagar.

(S.D. GUPTA)
for Secretary Railway Board.

224

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

No.85/WDO/SR/1 New Delhi dated 4.12.89

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

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

Ref: Your office letter No.CT/DG/LW/BOBR dt. 9.6.88.

.....

Please refer to this office letter of even number dated 16.12.88 on the above noted subject. Certain other sections have been identified which could be used in case of emergencies, diversions and changes in linkages etc. for running of 'BOBR' wagons. The sections earlier shown at page 2 of this office letter of even number dated 16.12.88 may be replaced by the revised list enclosed as Annexure-I to this letter.

Accordingly, the Speed Certificate issued earlier under your office letter No.MW/CS/Spl.W/BD dated 25.1.89 may also be revised.

(S.D. GUPTA)
Exe. Director Civil Engg.(G)
Railway Board.

DA: One

No.85/WDO/SR/1 New Delhi dated 4.12.89

Copy forwarded to:-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his letter No. RS.18-T(7)/84 dt. 15.6.88.
2. The Director Standards(Wagon), R.D.S.O., Lucknow-226 011.
3. TT(V) Branch, Railway Board for their case No. 88/TT(V)/7 Yamuna Nagar.

(S.D. GUPTA)
for Secretary Railway Board.

Annexure - 1.

(225)

Revised Routes identified for running of BoBR Wagons

Sl. No.	Thermal Power Station	Linked Coal fields	Routes identified
1.	Obra	(i) Bina(Singrauli)	(i) Krishan-Shilla(BINA) Karaila-Road-Obra.
		(ii) Gorbi(Singrauli)	(ii) Gorbi, Singrauli-Kairala-Road - Obra
2.	Unchahar	(i) Jharia Middlings	(i) Jharia - Mahuda - Gomia - Barkakana - Patratu - Garwa Road - SONNAGAR - Mughalsarai - Varanasi - Janghai, Phaphamau - Unchahar.
		(ii) North Karanpura	(ii) PATRATU, Garwa Road, Sonnagar Mughalsarai, Varanasi, Jhangai Phaphamau-Unchahar
3.	VIJAYAWADA	(i) Manuguru(Singareni)	(i) Manuguru - Bhadrachallam Road - Dornakal-Vijayawada
		(ii) Bellampalli Area (Singareni)	(ii) Bellampalli-Kazipet-Dornakal - Vijayawada.
4.	Dadri(NCR)	North Karanpura	Patratu - Garwa Road - Sonnagar Mughalsarai - Allahabad - Kanpur - Dadri
5.	Yamuna-Nagar	North Karanpura	a) Patratu-Garwa Road, Sonnagar Mughalsarai-Allahabad-Kanpur Ghaziabad-Delhi Shahdara-Shamli-Saharanpur-Jagadhari
			b) Ghaziabad-Meerut-Saharanpur
			c) Mughalsarai-Varanasi-Zafrabad-Sultanpur-Utarathia-Lucknow-Bareilly-Moradabad-Saharanpur.
			d) Jhangai-Partapgarh-Chilbilla Raebreilly-Utrathia.
6.	Missing links for Unchahar, Dadri and Yamuna Nagar Thermal power Stations.		1. Allahabad-Phaphamau 2. Khurja-Hapur-Meerut 3. Unchahar-Unnao-Balamau. 4. Unnao-Kanpur. 5. Bareilly-Chandausi-Moradabad 6. Moradabad-Ghaziabad.

****

(226)

Ashok Kumar,
Executive Director
Civil Engineering(G).

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

DO No.84/W1/CT/11(SOR) New Delhi, the 25-11-89.

Dear Shri (All Chief Engineers/Open Line)/Zonal Rlys)

Sub: Revision of Schedule of Rates.

I invite reference to Board's letter of even number dated 30-3-1987 wherein it was mentioned that work of analysis of rates and periodical revision of Schedule of Rates should be brought on computer and Schedule of Rates updated and revised every 3 years. It was further mentioned therein that the first revision of Schedule of Rates with the help of computer should be completed by 31-12-1987, if not earlier. Board(M.E.) would like to know as to when the last revision of Schedule of Rates was undertaken. The information may kindly be furnished latest by 14-12-1989.

With regards,

Yours sincerely,

28/11/89

(Ashok Kumar)

Copy to GMs, CLW, DLW, ICF and GM/RE/Allahabad for furnishing the above information by 14-12-89.

(227)

88/CEDO/GRS/IR/10. 5 -12-89.

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

Sub:- Inspection Report on S.C.Railway - Guntakal Division for the year ending 31.3.1988 of the section Guntakal-Cuddappah and Gudur-Renigunta-Part-III.

Ref:- Your office letter No.W.247/1/16/GTL dated 10-3-89.

Please refer your office letter quoted above. The replies for the remaining paras may please be expedited.

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

(228)

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

No. 89/CEDO/SR/26 New Delhi dated 4.12.89.

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

Sub: Condonation of Infringements of WAG.2 Loco. with pentograph in locked down condition.

.....

With reference to your application No. CT/DEL/WAG 2 dated 22.9.89 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the following infringements involved in the design of WAG.2 Locomotive with pantograph in locked down condition for movement on non electrified sections.

S.No.	Clause No. of Chapter-IV(C).	Description of Clause	Dimension as per SOD (in mm)	Dimension for the proposed loco.
1.	-	Max. moving dimensions of 1929 as shown in diagram No. 1A and others	-	The loco. with pentograph in locked down condition infringes the maximum moving dimensions of 1929(as shown in RDSO sketch No. SK.DL-4139 at the top). However it is within 'X' class moving dimension

Satgupta
(S.D. GUPTA)
Exe. Director Civil Engg. (G)
Railway Board

No. 89/CEDO/SR/26 New Delhi dated 4.12.89

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.19-T(2)/86 dated 12.10.89.

Satgupta
(S.D. GUPTA)
for Secretary Railway Board.

(229)

No.87/WDO/CRI/9. 6-12-89.

The Chief Engineer (Con.)III,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Opening of New Down line between Muri North Outer Cabin and Jhalida station 10.955 Kms. in Adra Division of South Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.PB/BRG/107/3882 dated 30-5-88.

As desired by this office vide this office letter of even number dated 7-10-87, a reply to para 8 of CRS's inspection report was received on priority vide your above quoted letter.

In this connection, your kind attention is also invited to this office letter of even number dated 30.6.87 (copy enclosed) in terms of which South Eastern Railway was also to take suitable action on all the paras ofCRS's inspection report on the above noted subject. The reply sent vide your letter dated 30-5-88 referred above regarding para 8 has however noted in this office. But, so far as compliance of the remaining paras of CRS's inspection report is concerned the same is still awaited from your end inspite of reminders of evennumber dated 30.3.88, 23.9.88, 13-1-89 and 23.3.89. It is therefore requested that an early reply may please be sent to this office regarding compliance o the remaining paras of CRS's inspection report.

Please acknowledge receipt of this letter.

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

(230)

No.79/VND/SD/20. 7-12-89

The Assitant Manager (Admn.),
Govt. of India Press,
Simla - 171 004.

Subs:- Recovery of outstanding printing charges.

Refs:- Your letter No.L-15017/88-A III/29/7809 dated 12-9-89 addressed to Secretary (Raj Bhasha), Ministry of Railways, Railway Board, New Delhi.

*****

Please refer to item 2 & 3 of the Annexure enclosed with your above quoted letter pertaining to Civil Engineering Directorate of Board's office regarding non-payment of the Bills for Rs.476 and Rs.682/- respectively for printing of correction slips to the Schedule of Dimensions. In this connection, attention is invited to your office letter No.L-15017/20/87-88/A-3/3551 dated 12-5-88 in terms of which it was desired by your office that the payment of the above Bills be made to Pay & Accounts Officer, Ministry of Urban Development, Jam Nagar, New Delhi.

The Net Payment of Rs.1158/- has accordingly been made to the Pay & Accounts Officer, Ministry of Urban Development, Jam Nagar House, New Delhi under Reserve Bank of India Cheque No. 041121 dated 23/12/88. These two Bills may therefore not be treated as outstanding against Ministry of Railways and the issue may be settled with the Ministry of Urban Development.

The receipt of this letter may please be acknowledged.

(S.D.Gupta)
Executive Director Civil Engineering (C),
Railway Board.

No.79/VND/SD/20. New Delhi, Dated -12-89.

Copy to Pay & Accounts Officer, Ministry of Urban Development, Jam Nagar House, New Delhi for information.

(S.D.Gupta)
for Secretary Railway Board.

(234)

No.88/CEDO/SD/1. 11-12-1989.

To

The Chief Project Manager,
Railway Electrification,
Div.Rly.Manager(C.Rly)'s
office Building,
2nd Floor, Extension, Kingsway,
Nagpur - 440 001.

Subject:- Electrification of Itarsi-Nagpur-Wardha section - Administrative sanction for deviation from Schedule of Dimensions B.G. - 1973 Correction slip No.A.C.11 regarding infringement to the platform shelters at Nagpur station on Central Railway.

Reference:- Your application No.CPM/N/EN/W/17/5/III/9982 dated 27-11-1989.

Since your earlier application No. CPM/N/EN/W/17/5/II dated 5-5-1989 for condonation of infringements on platform No.2 and 3 at Nagpur station was received through CRS/CCRS and you have now sent a revised application including two more platforms i.e., Platform No.4 & 5 under your above quoted application for the purpose of condonation of infringements, it is necessary that the above quoted revised application is also sent through CRS/CCRS cancelling your previous application dated 5-5-89.

The words " accord their Administrative approval " appearing in the last para of your application may be replaced by " accord their sanction ". Similarly the F.P.S.conversion of 4.610 metres vertical height shown as 16ft. 1½inch in Annexure 'B' and in the application may also be checked and corrected to read as 15ft. 9 inch. The authority for condonation of similar infringements on Delhi-Jhansi section may also be quoted in the application.

An early action is requested.

S.D.Gupta

(S.D.Gupta)
Executive Director Civil Engineering (G
Railway Board.

(232)

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

No.85/WDO/SD/12. New Delhi, Dated 12-12-89.

1. The General Managers,
All Indian Railways.

2. The Additional General Manager,
Railway Electrification,
Allahabad.

3. The Chief Project Manager,
Railway Electrification,
Mathura.

4. The Chief Project Manager,
Railway Electrification,
Nagpur.

5. The Chief Project Manager,
Railway Electrification,
Bhopal.

6. The Chief Project Manager,
Railway Electrification,
Kota.

7. The Chief Project Manager,
Railway Electrification,
Vadodra.

8. The Chief Project Manager,
Railway Electrification,
South Central Railway, Vijayawada.

9. The Chief Electrical Engineer,
Railway Electrification,
Southern Railway, Egmore, Madras.

10. The Chief Project Manager,
Railway Electrification,
Ranchi.

Sub:- Introduction of 25 kV A.C.Traction – Condonation of infringements to B.G. Schedule of Dimensions (1973).

Please refer to this office letter of even number dated 20.3.87 which was corrected to include one more section Royapuram – Madras Beach vide this office letter dated 13.8.87. The following two sections may further be added as item No.12 and 13 under the list of sections given on the reverse of the letter dated 20.3.87 where Administrative approval for implantation of structures from

P.T.O.

the Board may sought by RE Units in advance of the execution of the work in terms of Board's letter No. 82/WDC/SD/12 dated 18-6-1982.

12. Nagda (excl.) - Palsora Makrawan (incl.)

13. Tundla - Agra - Bayana.

The receipt of this letter may please be acknowledged.

(S.D.Gupta)
Executive Director Civil Engineering(G),
Railway Board.

No.85/WDC/SD/12. New Delhi, Dated 12-12-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001, with 25 spare copies.

(S.D.Gupta)
for Secretary Railway Board.

(234)

No.88/CEDO/ORI/15. 13-12-89.

The Chief Administrative Officer(Constn.)/SC,
South Central Railway,
Secunderabad.

Sub:- Opening of New double line (Down line) for passenger traffic between Wadi 'F' Cabin and Kalwur stations on Wadi-Raichur stations of Guntakal Division of South Central Railway

Ref:- Your office letter No.W.Con.347/G/56 dated 31.8.89.

Please refer to the compliance of item 2.4 of the Commissioner of Railway Safety's inspection report on the above mentioned subject.

Ministry of Railways desire that Bank Width of the above double line may be made up upto 6.1 metres throughout the length. In this regard compliance may be sent to the Commissioner of Railway Safety, South Central Circle, Secunderabad with copy to this office

The receipt of this letter may please be acknowledged.

11.12

(Y.V.Aswathanarayana)
Adviser/Works,
Railway Board.

Spare

(235)

भारत सरकार GOVERNMENT OF INDIA

रेल मंत्रालय MINISTRY OF RAILWAYS

(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक

Rail Bhavan, New Delhi-110001, dated 19-12-89.

No.89/CEDO/SD/16.

The Director General (Track),
R.D.S.O.,
Lucknow - 226 001.

Sub:- Condonation of infringement of Schedule of Dimensions 1676 mm (5'-6") gauge 1973 in respect of 1 in 12 BG 60 kg. UIC turnouts with welded crossings of M/s.Balfour Beatty, U.K.Make.

****

With reference to your application No.CT/PTX/INSP/MT dated 9-11-89, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to the various items of BG Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above and reproduced in Appendix -I enclosed herewith.

It is noted that the condonation is required in connection with 1 in 12 B.G. 60 kg.UIC turnouts with welded crossings of M/s.Balfour Beatty U.K.Make to be supplied to Indian Railways by M/s.Hindustan Development Corporation, Calcutta in response to Railway Board's contract No.Track/21/89/0305/7/50589 dated 3-5-89. The detailed drawings of these turnouts are being scrutinized in RDSO and the infringing features have been identified by them based on the scrutiny made keeping in view the fact that these turnouts incorporate modern features as adopted on Continental Railways for improved performance.

The sanction is subject to the condition that the Turnouts in Question if procured will be used on Group 'A' and 'B' routes only after conducting necessary tests.

(S.D.Gupta)
Executive Director, Civil Engineering (G),
Railway Board.

No.89/CEDO/SD/16. New Delhi, Dated 19-12-89.

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 5-12-1989.

(S.D.Gupta)
For Secretary Railway Board.

Appendix - I.

Infringements to the B.G.Schedule of Dimensions 1973 of 1 in 12 BG 60 kg.(UIC) Turnouts of M/s.Balfour Beatty make offered by M/s.Hindustan Development Corporation, Calcutta.

S.No.	Chapter No. & Clause No. of Schedule of Dimensions.	Description	Dimension as per Schedule.	Actual dimension adopted in design.
1.	Chapter-I Clause 12, Note (A)	Projection of parts above Rail Level for a distance of 140 mm inside gauge face of Rail.	Zero projection above Rail level.	16 mm elevation of check rail above rail level.
2.	Chapter-II, Clause 13.	Minimum clearance of rail opposite nose of crossing.	44 mm	40 mm

(237)

No.89/CEDO/Axle/1. 21 -12-89.

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

Subs:- Axle Load Diagrams.

Please refer to this office letter of even number dated 7-6-89 (copy enclosed for ready reference) and expe-dite the reply.

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

238

No. 89/CEDO/Axle/1. -12-89.

The General Manager,
Western Railway,
Bombay.

Sub:- Axle Load Diagrams.

****

Please refer to this office letter of even number dated 7-6-89 (copy enclosed for ready reference) and expedite the reply.

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

(239)

No.89/CEDO/SM/1. -12-89.

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

Sub:- System Maps.

Please refer to this office letter of even number dated 29-5-89 (copy enclosed for ready reference) and expedite the reply.

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

(240)

No.89/CEDO/VM/1. 22-12-89

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:-System Maps.

Please refer to this office letter of even number dated 29-5-89 (copy enclosed for ready reference) and expedite the reply.

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

(241)

No.89/CEDO/SM/1. 11 -12-89.

The General Manager,
South Eastern Railway,
Calcutta.

Sub:- System Maps.

Please refer to this office letter of even number dated 29-5-89 (copy enclosed for ready reference) and expedite the reply.

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

(242)

S.D. Gupta
Exe.Director,
Civil Engg.-I.

DO No.70/WDO/ORI/RO/1 New Delhi, dt.[illegible]-12-89.

Dear Shri Vithal,

Sub: Indian Railway Bill, 1989 - Framing of Rules.

Ref: Your DO No.RS.1-T(1)/75-Vol.II dated 7.9.89.

...

I have since joined as EDCE(G) in the Railway Board and look forward to meeting you in the near future.

2. Kindly refer to your above quoted letter and send necessary reply.

With regards,

Yours sincerely,

(S.D. Gupta).

Shri N.P. Vithal,
Chief Commissioner of
Railway Safety,
Ministry of Civil Aviation,
Ashok Marg,
Lucknow.

(243)

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

No. 89/CEDO/TR/31. New Delhi, Dated 14-12-1989.

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

Sub:- Condonation of infringements involved in the design of 12 axle B.G.Special Wagon (Modified from 24 axle "Kaveri") of M/s. BHEL, Tiruchi.

****

With reference to your application No.CT/CF/BRFW/BHEL dated 20-11-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of the following infringement involved in the design of 12 axle B.G.Special Wagon having a tare weight of 57t to RDSO's Drawing No.88117-S-02 (Alt.2) (Modified "Kaveri" of M/s.BHEL, Tiruchi) for carrying M/s.BHEL's heavy consignment of 210 MW boiler drum weighing 112t.

S.No.	Clause No.	Description of Clause.	Dimension as per SOD (MM)	Actual Dimension.
1.	16 of Chapter-IV(A)	Minimum distance apart of bogie centres for bogie vehicle.	2/3rd of length of body vehicle i.e., 18,700 = 12467mm	9700 mm

It is noted that both the headstocks of the wagon rotate independent of each other on different points of bogie pivot.

(S.D.GUPTA)
Executive Director Civil Engineering (G),
Railway Board.

No.89/CEDO/TR/31. New Delhi, Dated 14-12-89.

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 28-11-89.

(S.D.Gupta)
for Secretary Railway Board.