# GUARD FILE 1989 Pt. I

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

No. 88 / CEDO / SD / 19. New Delhi, Dated 4 - 1 - 198

To

The Chief Engineer (Con)-II,
South Central Railway,
Secunderabad.

Sub:- Wadi-Raichur section- Doubling of track between Chegunta - Krishna - P-o.yard arrangements at Krishna (B.G.)- Condonation of infringing gradient in the yard.

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With reference to your letter No.W.Con.182.G.154.Vol.IV dated 5-9-88 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringing grade of 1 in 182 within yard limits between Km:686/4-5 to Km:686/8-9 at Krishna station to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.SK/TR/27-88 accompanying your letter referred to above.

The sanction is subject to the condition that the station working Rules should spell out all the safety measures required to be taken both for stabling of vehicles (without being attached to a loco) and also for shunting operations to be performed in this yard. It is however noted that (i) shunting operations on either direction will be performed keeping the engine always at Wadi end only duly blocking the sections on both the ends. (ii) No slip or catch siding would be required for both Up and Dn. lines, as no slip away vehicle can escape beyond the outer signal in view of the level/rising grade on Up and Dn. main lines.

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

(2)

No. 88/CEDO/SD/19. New Delhi, Dated 4-1-1989.

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 dated 28-9-88.

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 8-9-88.

( Arimardan Singh )
For Secretary Railway Board.

Annexure-I

| S.No. | Location | Name of Structure which infringes. | Chapter & item | Prescribed dimensions. | Existing actual dimensions. | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1. | Km:686/8-5 to Km:686/8-9 Krishna (BG) on Wadi-Raichur section of Guntakal Divn. | 1 in 182 grade within yard limits. | Chapter-II item-2 | 1 in 400 | 1 in 182 | 1 in 182 against 1 in 400 |

R.Narayanan/CEDO/4.1.89.

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

(3)

No. 88/CEDO/ORI/21. New Delhi, Dated 6-1-1989.

To

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

Sir,

Sub:- Opening of the Broad Gauge single line between Karur and Dindigul of Palghat Division of Southern Railway for the Public Carriage of Passengers.

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With reference to your Endorsement No.RS.10-T(15)/88 dated 01-12-1988, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.40 dated 07-11-88.

yours faithfully,

( Arimardan Singh )
For Secretary Railway Board.

No. 88/CEDO/ORI/21. New Delhi, Dated 6.1.89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore - 560 009 with reference to his letter No.40 dated 07.11.88

2) The General Manager, Southern Railway, Park Town, Madras-600 003 with the request that suitable action on CRS's recommendations & 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 advise to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic. One ferro copy of the each of the Index Plan and Section of the above section may please be sent to this office.

( Arimardan Singh )
For Secretary Railway Board.

(4)

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

No.88/CEDO/SR/30. New Delhi, Dated 6 -1-1989.

To

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

Sub:- Movement of underframes of L.P.G. Tank Wagon excluding Tank Barrel type 'BTPGL' on certain sections of South Eastern Railway.

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With reference to your application No.G/Tank Wagon/Pt.6 dated 5-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item No. 13(a) and 13(b) of Chapter IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the empty movement of underframes of Bogie L.P.G. Tank Wagon type 'BTPGL' to RDSO's Drawing No.WD.88074-5-01 (Alt.1).

The sanction for single movement (one run) of the above underframes ex:(i) Tikiapara-Nagpur via Kharagpur, Chakradharpur Bilaspur and Raipur and (ii) Tikiapara to Vishakhapatnam via Kharagpur and Khurda Road B.G. section will however be issued by your railway interms 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.

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

No.88/CEDO/SR/30. New Delhi, Dated 6 -1-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(1)/82-Vol.VII dated 14.12.88.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.554 dated 8.12.88.

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

( Arimardan Singh )
For Secretary Railway Board.

(5)

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

No. 88/CEDO/SR/30. New Delhi, Dated 6-1-1989.

To

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

Sub:- Condonation of infringement to the items of B.G.Metric Schedule of Dimensions for the movement of empty under frames (without Barrels) of Bogie liquified petroleum gas tank wagons type 'BTPGL' from Nagpur to R & C siding Bhundup- via WR, BSL, IGP, KYN, & TNA.

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With reference to your application No.W.681/Y-80/BR dated 30.11.88, sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements to item No.13(a) and 13(b) of Chapter-IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the movement of empty underframes of Bogie L.P.G. Tank Wagon type 'BTPGL' to RDSO's Drawing No.WD-88074-S-01 (Alt.1).

The sanction for single movement of the above underframes ex.Nagpur to R&C siding Bhandup (via.Wardha-Badnera-Bhusawal-Igatpuri-Kalyan and Thane) will however be issued by your railway interms of Para 2.6.1 of Policy Circular No.6 issued under Board's letter No. 73/WDO/SR/9/0 dated 8-7-1980.

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

No.88/CEDO/SR/30. New Delhi, Dated 6-1-1989.

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(1)/82 -Vol.VII dated 13-12-88.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharishi Karve Road, Bombay - 400 020 with reference to his letter No.740, dated 5-12-88.

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

(Arimardan singh)
For Secretary Railway Board.

(6)

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

No. 88/CEDO/SR/24. New Delhi, Dated 4-1-1989.

To

The General Manager (Engg.,),
Central Railway,
Victoria Terminus,
Bombay - 400 020.

Sub:- Sanction for running of M/s. BHEL Hardwar's 8-axle B.G. Special Bogie covered wagon (named as Alakananda) with a maximum axle of 20.32t in empty and loaded condition over various B.G. sections on Central Railwa

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With reference to your application No. T.607/M-3/WY/BR/XII dated 4-11-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-axle B.G. Bogie covered wagon named as Alakananda provided with standard wheels, UIC type fabricated bogie as /in used/BOX Wagon, transition type CBC and vacuum brakes 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 following B.G. sections at a maximum speed shown against each section:

| S.No. | Section | Maximum permissible section speed (in Kmph). |
|---|---|---|
| 1. | Bombay-Tughlakabad (BB-KYN-IGP-BSL-ETL-JHS-MTJ-TKD) | 40 |
| 2. | Kalyan - Wadi (KYN-PA-DD-SUR-WD) | 40 |
| 3. | Itarsi-Balharshah (ET-AMF-NGP-WR-BPQ) | 40 |
| 4. | Itarsi-Naini (ET-JBP-KTE-STA-MKP-KYH) | 40 |
| 5. | Jhansi-Juhi | 40 |
| 6. | Jhansi-Manikpur | 40 |
| 7. | Bhimsen-Khairar | 40 |
| 8. | Bina-Katni/New Katni Junction | 40 |
| 9. | Katni/New Katni Junction-Singrauli | 40 |
| 10. | Bhusawal-Wardha | 40 |
| 11. | Manmad-Daund | 40 |
| 12. | Ait - Kunch | 25 |
| 13. | Bina-Maksi(BIN-GUN-RTA-MKC) | 40 |
| 14. | Chalisgaon - Dhule | 25 |
| 15. | Karjat-Khopoli | 25 |
| 16. | Diva-Vasai Road | 40 |
| 17. | Diva-Rohe Road (DA-PNVL-APX-PEN-ROH) | 40 |
| 18. | Panvel-Uran | 40 |
| 19. | Wadala Road-Mahim Chord-Kurla-Mankhurd-Trombay. | 40 |
| 20. | Tadali-Chugus | 25 |
| 21. | Majri-Rajur | 25 |
| 22. | Amla-Parasiya. | 40 |
| 23. | Raja-Ki-Mandi-Agra City (Central Rly. portion) | 15 |
| 24. | Belanganj Area (Central Rly.portion) | 15 |
| 25. | Agra City-Idgah/Jamuna Bridge (C.R. portion) | 40 |

(7)

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 all other conditions/stipulations made in your Joint Safety Certficate No. W.37/88 B.G. with the exception of para No.3(v) which has been deleted as per your Railway's amendment to the said certificate issued under your letter No. T.607/M-3/WY/BR/XIII dated 19.12.88, RDSO's speed certficate No.MW/CS/BWHT dated 14.9.88 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 23-8-88. In view of the urgency expressed by the railway, the action of Commissioner of Railway Safety in according his provisional sanction under his letter No.C-11(102)/88 dated 12-12-88 is hereby confirmed.

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

No. 88/CEDO/SR/24. New Delhi, Dated 4-1-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(1)/82 dated 8-11-88 and 19-12-88.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharishi Karve Road, Bombay - 400 001 with reference to his letter No.713 dated 8-11-88.

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

( Arimardan Singh )
For Secretary Railway Board.

(8)

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

No. 88/CEDO/SR/19. New Delhi, Dated 10-1-89.

To

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

Sub:- Introduction of Self-propelled Ultrasonic rail testing car on B.G.system of South Central Railway.

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With reference to your application No. W.501/1/33 dated 18-11-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the introduction of Self propelled Ultrasonic Rail testing (Spurt) car URT-100-1 supplied by M/s.Matix Paris (France) and M/s.Plasser, Austria as per schematic diagram No. RDO/T-2132 having a maximum axle load of 13t on the following seven B.G.sections as mentioned in your Joint Safety Certificate at a maximum permissible speed of 55 Kmph when attached with a suitable train or when running on its own power with testing carriage lifted and locked and at a maximum speed of 30 Kmph in testing mode with testing carriage lowered to the track subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.E/203/BG, RDSO's speed certificate and all other certificates accompanying your application referred to above.

1) Balharshah - Vijayawada.
2) Vijayawada - Gudur.
3) Vijayawada - Kottapalem.
4) Kazipet - Secunderabad.
5) Secunderabad - Wadi - Guntakal.
6) Guntakal - Renigunta.
7) Gooty - Dharmavaram.

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

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

P.T.O.

(9)

No.88/CEDO/SR/19. New Delhi, Dated /0 -1-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.17-T(1)/82-Vol.VII dated 13/12/88.

2) The Commissioner of Railway Safety, South Central Circle, 3ed Floor, Rail Nirman Bhavan, Secunderabad - 500 371 with reference to his letter No. 6/SC/16 dated 5/12/88.

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

( Arjandan Singh )
For Secretary Railway Board.

R.N./CEDO/9th Jan.1989.

(10)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 88/CEDO/SR/29. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated // -1-89. 19

To

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

Sub:- Design of 140t Diesel Hydraulic Crane (Jessop) - Sanction for infringements.

With reference to your application No. SL/CR/SPD/140t/Jessop's dated 30-11-88 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 2/3-1-89, the Ministry of Railways sanction the following infringements (shown in RDSO's sketch No. CR 756 Alt. I) to the B.G. Metric Schedule of Dimensions (1973) involved in the design of 140t B.G. Diesel Hydraulic Crane manufactured by M/s. Jessop & Co. Limited to RDSO Sketch No. CR-748(Alt. 2) as detailed in Annexure-I accompanying your application referred to above.

| S.No. | Clause No. of Chapter IV-C | Description | Dimension in the Schedule. | Dimension as per drawing. |
|---|---|---|---|---|
| 1. | 11(ii) | Maximum width over all projections from 305 mm above Rail Level to 1145 mm above Rail Level when fully loaded. | 3050 mm | 3080 mm. |

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

(11)

No. 88/CEDO/SR/29. New Delhi, Dated // -1-89.

Copy forwarded to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 for information with reference to his Endorsement No. RS. 18-T(7)/84 dated 19-8-88.

( Arimardan Singh )
For Secretary Railway Board.

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

(12)

No.88/CEDO/SR/31. New Delhi, Dated 12-1-1989.

To

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

Sub:- Design of 23000 mm long B.G. Coach with 3250 mm width to be manufactured in Rail Coach Factory at Kapurthala - Condonation of Infringements.

With reference to your application No.CT/LC/BG dated 12-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of the following infringements to B.G.Metric Schedule of Dimensions (1973) involved in the design of 23000 mm long coach with 3250 mm width having a bogie wheel base of 2560 mm to RDSO's Drawing No. Sketch-88135 Alt.Nil.

| S.No. | Clause No. of Chapter-IV(A) | Description | Dimensions laid down in the Schedule. (mm) | Dimension as per drawing (mm). |
|---|---|---|---|---|
| 1. | 13(b) | Maximum height above Rail Level for centres of Buffers for unloaded vehicles with ACB coupler. | 1080 | 1105 |
| 2. | 16 | Maximum distance apart of bogie centres for bogie vehicles. | 2/3rd of length of the body of the vehicle (i.e. 15333 mm for 23000 mm long coach.) | 14905 |
| 3. | 17 | Maximum distance apart of bogie centres for bogie vehicles 3250 mm wide. | 14785 | 14905 |
| 4. | 19(b) | Maximum length of body or roof for bogie vehicles 3250 mm wide. | 21340 | 23000 |
| 5. | 20(b) | Maximum length of under frames overhead stocks for bogie vehicles 3250 mm wide. | 21030 | 23000 |

P.T.O.

(13)

| | | | | |
|---|---|---|---|---|
| 6. | 21(b) | Maximum length over side Buffers for bogie vehicles 3250 mm wide. | 22300 | 24270 |
| 7. | 22 | Maximum distance apart between any two adjacent axle. | 11890 | 12345 |

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

No.88/CSDO/SR/31. New Delhi, Dated 12-1-1989.

Copy forwarded to Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 for information with reference to his Endorsement No,RS.17-T(7)/84 dated 14-12-88.

( Arimardan Singh )
For Secretary Railway Board.

(14)

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

No. 87/WDO/SD/7. New Delhi, Dated 12-1-1989.

To

The General Manager,
Central Railway,
Headquarters Office,
(Engineering Branch),
Victoria Terminus,
Bombay.

Sub:- Sanction for infringement to the minimum dimensions to existing column of foot over bridge on proposed platform No.4 at Ghatkoper.

With reference to your letter No.W.739.P.1586/DUP/II dated 4-5-1987 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 25-10-88, the Ministry of Railways (Railway Board) sanction the infringements to item 7(i) and (ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) to the columns and stone masonry landing of existing foot over bridge on platform No.4 which is proposed to be extended towards Bombay end to accomodate 12 coach EMU trains instead of 9 coach EMU train for the facility of commutors. These infringements are shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing Nos.DRM(W) BB/2526 and 2518 accompanying your letter referred to above.

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

No. 87/WDO/SD/7. New Delhi, Dated 12-1-1989.

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 22-5-87.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.546 dated 8-5-87.

( Arimardan Singh )
For Secretary, Railway Board

(15)

ANNEXURE - I

| S.No. | Location | Name of Structure which infringes. | Chapter & item | Prescribed Dimensions. | Existing actual Dimensions. | Amount of infringement. |
|---|---|---|---|---|---|---|
| | Bombay Division between Bombay-Kalyan Section at Km:19/2 and Km:19/3. | Columns of FOB at BB end of platform No.4 at GC station. | | | | |
| 1. | | From proposed PF level (0.84m) to 540 mm above PF level | Item 7 (i) & 7(ii) of Chapter-II. | 5330 mm | 4070 mm | 1260 mm |
| 2. | | From 540 mm above platform level and upto 3900 mm. | Item 7 (ii) of Chapter-II. | 5330 mm | 4230 mm | 1100 mm. |
| 3. | | Stone masonry landing from platform level and upto 3500 mm above rail level. | Item 7(i) and 7(ii) of Chapter-II. | 5330 mm | 5280 mm | 50 mm |

R.Narayanan/WDO-I/11.1.89.

(16)

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

No. 89/CEDO/SR/2. New Delhi, Dated 13-1-1989.

To

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

Sub:- Sanction for running of M/s. BHEL Hardwar's 8-axle B.G. special Bogie Well Wagon (named as 'Alakananda') with a maximum axle load of 20.32t in empty and loaded condition over various B.G. sections of Northern Railway.

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With reference to your application No.519 W/509 dated December,88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-axle B.G. Well Wagon named as 'Alakenanda' 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 92 B.G. Section as mentioned in your Joint Safety Certificate No. SLC/BG/34/88 at a maximum proposed speed shown against each 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 all other conditions/stipulations made in your Joint Safety Certificate No. SLC/BG/34/88, RDSO's speed certificate No. MW/CS/BWHT dated 14-9-88 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 23-8-88.

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

(17)

No. 89/CEDO/SR/2. New Delhi, Dated 13-1-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.17-T(1)/82-Vol.VII dated 29-12-88.

2) The Commissioner of Railway Safety, Northern Circle, Charbagh Railway Station, Lucknow with reference to his letter No.66/1339/Well Wagon dated 29-12-88.

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

( Arimardan Singh )
For Secretary Railway Board.

(18)

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

No. 89/CEDO/SR/1. New Delhi, Dated 13-1-1989.

To

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

Sub:- Introduction of ZDM-4A Class Diesel Locomotives on i) Barddhaman-Katwa (NG) ii) Ahmedpur-Katwa NG (762 mm) sections of Eastern Railway in regular services.

With reference to your letter No. W.552/10/2 dated 3.5.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated for the running of ZDM-4A Class Diesel Hydraulic N.G.Locomotive type IR.BI to RDSO's Drawing No. SK-DL-2323 Alt.5 having a maximum Axle Load of 7t hauling N.G. Trailers Coaches (Maximum Axle Load 5t) in regular passenger services on the following N.G. sections at a maximum permissible sectional speed of 30 Kmph.

| S.No. | Sections. |
|---|---|
| 1. | Barddhaman - Katwa |
| 2. | Ahmedpur - Katwa. |

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. The sanction is further subject to the other conditions/stipulations made in your Joint Safety Certificate No.21/88 and all other certificates accompanying your application referred to above.

It is however noted from Form-XI that there is no infringement involved to the 762 mm NG Metric Schedule of Dimensions (1963) in the running of the above loco.

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

P.T.O.

(19)

No.89/CEDO/SR/1. New Delhi, Dated 13-1-1989.

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(4)/82 dated 29.12.88

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No.626/1020/ZDM-4A/88 dated 22.12.88

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

( Arimardan Singh )
For Secretary Railway Board.

(20)/0

No. 88/CEDO/ORI/7.

13-1-89.

To

The General Manager,
Western Railway,
Bombay.

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

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Please refer to this office letter of even number dated 17-3-88 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 23-9-88 and expedite your reply.

The receipt of this letter may please be acknowledged.

DA:-One.

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

(20)/(2)

D R A F T

DO No.88/CEDO/SD/20 New Delhi, the 24-1-89.

Dear Shri

Sub: Condonation of infringement in Lucknow Yard.

Ref: [Your] N/E Railway's Application No.W/Con/520/3/W-1(Pt.II) dated 2/5-9-88 and your D.O. letter dated 28-12-88.

.....

Kindly refer to your above quoted D.O. and telephonic conversation with me on the ~~xxxxx~~ subject. North Eastern Railway's above referred application was forwarded to this office by CCRS, Lucknow on 18-11-88 and was received in Board's office on 29-11-88. Since there was a discrepancy in Form 11 vis-a-vis the application, the clarification was obtained from North Eastern Railway which was received vide their D.O. No.W/Con/520/3/W-1(Pt.II) dated 5-1-89 and the sanction was issued on 9-1-89. An extra copy of the sanction has also been handed over to Shri Mohan Lal (CC Cell) New Delhi who was in Board's office on 16-1-89.

With regards,

Yours sincerely,

Adviser/CE

Shri Gauri Shanker,
General Manager,
N.E. Railway,
Gorakhpur.

(21)

GOVERNMENT OF INDIA (MINISTRY OF RAILWAYS)
MINISTRY OF RAILWAYS (RAILWAY BOARD)
( . . . . . )

No. 88/C [illegible]/20. New Delhi, Dated 24-1-1989.

To

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Condonation of infringement to B.G. Schedule of Dimensions of existing curve No.3 on running line 14 and 15 and non-running lines of Lucknow Jn. B.G.Yard.

---

Ref:- Your application No. [illegible]/Con/520/3/[illegible]/Pt.II dated 2/5-9-88.

---

Please refer to this office letter of even number dated 9-1-89.

The words 'running lines' appearing in line No.6 of para-1 between the words 'on' and 'in' is a typographical error which may please be corrected to read as 'non-running lines' instead of 'running lines'.

The receipt of this letter may please be acknowledged.

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

No. 88/C[illegible]/20. New Delhi, Dated 24-1-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No. RS.18-1(6)/84 dated 18-11-88.

2) The Commissioner of Railway Safety, Northeastern Circle, Gorakhpur-273 012 with reference to his letter No. 1058/3493/Pt.IV dated 03-11-1988.

( Arimardan Singh )
For Secretary Railway Board.

(22)

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

No. 88/CEDO/BS/1. New Delhi, Dated 25-1-1989.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Sabarmati-Botad Metre Gauge Section
Rebuilding of Bridge No. 117B(2x900 mm dia.)
at Km:105/1-2, Bridge No.118A(2x900 mm dia.)
at Km:105/6-7 and Bridge No.118B(2x900 mm dia.)
at Km:105/6-7.

Ref:- Your application No.W.65/27/164 dated 10/13-10-88.

---

With reference to your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, the approval of Ministry of Railways is hereby communicated to the continuance of negative free board of 530 mm on Bridge No.117B, 118A and 118B located in existing Dip No.5 on Sabarmati-Botad M.G.Section as against 1000 mm free board required as per Clause 4.9 of Bridge Sub-Structure Code. It is noted that this approval is required by the Railway in connection with replacing of existing Armco pipes of these bridges by RCC pipes as shown in Plan No.CE(W) 11897/8-D, CE(W) 11897/8-D(1) and CE(W) 11897/8-D(2) enclosed with your above quoted application.

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.

Mehrotra 24/1

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

No. 88/CEDO/BS/1. New Delhi, Dated 25-1-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.19-T(1)/88 dated 14-12-88.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.221/1/588 dated 24.11.88.

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

(23)

No.88/CE.DO/BS/1.

25-1-1989.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Sabarmati-Botad Metre Gauge Section Rebuilding of Bridge No.117B(2x900mm dia.) at km. 105/1-2, Bridge No.118A (2x900 mm dia.) at km:105/6-7 and Bridge No.118B (2x900mm dia.)at km:105/6-7.

Ref:- Your application No.W.65/27/164 dated 10/13-10-88.

---

With reference to your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, the approval of Ministry of Railways is hereby communicated to the continuance of negative free board of 530 mm on Bridge No.117B, 118A and 118B located in existing Dip No.5 on Sabarmati-Botad M.G. section as against 1000 mm free board required as per Clause 4.9 of Bridge Sub-Structure Code. It is however noted that this approval is required by the Railway in connection with replacing of existing Armco pipes of these bridges by RCC pipes as shown in Plan No. CE(W) 11897/8-D, CE(W) 11897/8-D(1) and CE(W) 11897/8-D(2) enclosed with your above quoted application.

Sd/-

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

P. T. O.

(24)

No. 88/CEDO/BS/1. New Delhi, Dated 25-1-89.

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)/88 dated 14-12-1988.

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.221/1/588 dated 24.11.88.

Sd/-
( A.K.Mehrotra )
For Secretary Railway Board.

(25)

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

No. 88/CEDO/BS/1. New Delhi, Dated 25-1-1989.

To

The General Manager,
Western Railway,
Bombay.

Sub:- Sabarmati-Botad Metre Gauge Section
Rebuilding of Bridge No. 117B(2x900 mm dia.)
at Km:105/1-2, Bridge No.118A(2x900 mm dia.)
at Km:105/6-7 and Bridge No.118B(2x900 mm dia.)
at Km:105/6-7.

Ref:- Your application No.W.65/27/164 dated 10/13-10-88.

---

With reference to your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, the approval of Ministry of Railways is hereby communicated to the continuance of negative free board of 530 mm on Bridge No.117B, 118A and 118B located in existing Dip No.5 on Sabarmati-Botad M.G.Section as against 1000 mm free board required as per Clause 4.9 of Bridge Sub-Structure Code. It is noted that this approval is required by the Railway in connection with replacing of existing Armco pipes of these bridges by RCC pipes as shown in Plan No.CE(W) 11897/8-D, CE(W) 11897/8-D(1) and CE(W) 11897/8-D(2) enclosed with your above quoted application.

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.

Mehrotra 25/1

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

No. 88/CEDO/BS/1. New Delhi, Dated 25-1-1988.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his Endorsement No.RS.19-T(1)/88 dated 14-12-88.

2) The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay-400 020 with reference to his letter No.221/1/588 dated 24.11.88.

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

(26)

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

No. 88/CEDO/SD/1. New Delhi, Dated 30-1-89.

To

The Chief Signal & Telecom Engineer(Project),
Railway Electrification, 2nd Floor, Extension,
Kingsway, Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at stations on Kalmeshwar-Tinkhera (both inclusive) section of Central Railway.

---

With reference to your letter No. CPM/N/ST/SIG/11 dated 5-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 21 signal structures at stations on Kalmeshwar-Tinkhera section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure 'A' (Form-XI) accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 30-1-89.

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-Vol.II dated 05.9.88.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.586 dated 29.8.88

( Arimardan Singh )
For Secretary Railway Board.

(27)

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

No. 88/CEDO/SD/1. New Delhi, Dated 30-1-89.

To

The Chief Signal & Telecom Engineer(Project),
Railway Electrification, 2nd Floor, Extension,
Kingsway, Nagpur - 440 001.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at stations on Kalmeshwar-Tinkhera (both inclusive) section of Central Railway.

---

With reference to your letter No. CPM/N/ST/SIG/11 dated 5-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 21 signal structures at stations on Kalmeshwar-Tinkhera section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure 'A' (Form-XI) accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 30-1-89.

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-Vol.II dated 05.9.88.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.586 dated 29.8.88

( Arimardan Singh )
For Secretary Railway Board.

(28)

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-1989.

To

The Chief Signal & Telecom Engineer (Project),
Railway Electrification,
Nagpur - 400 001.

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

---

With reference to your letter No. CPM/N/ST/SIG/11 dated 2-9-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 5 signal structures at stations on Bhusawal (Excl.)-Malkapur (incl.) section with varying setting distances to item 13 (ii)(c) Chapter-I of B.G. Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-89.

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 28-9-88.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay -400 020 with reference to his letter No. 640 dated 22-9-88.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE - I

| S.No. | Location | Name of the structure which infringes. | Chapter & item | Prescribed Dimensions. | Existing Actual Dimensions. Primary track | Existing Actual Dimensions. Secondary track | Amount of infringement. Primary track | Amount of infringement. Secondary track |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | | 7 | |
| 1. | Level X-ing Gate No.1 between BSL & WNA at Km:450.170 of Up distant signal. | Signal ladder. | 13(ii)(c) Chapter-I | 2360 | 2320 | - | 40 MM | - |
| 2. | Varangaon at Km: 456.439 of Up Main Starter. | Signal ladder | - do - | 2360 | 2310 | 2230 | 50 MM | 130 MM |
| 3. | Varangaon at Km:457.282 Dn.Main Starter. | Signal ladder. | - do - | 2360 | 2300 | 2430* | 60 MM | 60 MM |
| 4. | Bodwad at Km: 474.023 of Up Main line Starter. | Signal ladder. | - do - | 2360 | 2320 | 2230 | 40 MM | 130 MM |
| 5. | Malkapur at Km: 569.400 of Dn.Main Line Starter. | Signal ladder. | - do - | 2360 | 2460 | 2320 | Nil | 40 MM |

* Extra allowance of 130 mm. for 1.1 degree curve.

(30)

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-1989.

To
The Chief Signal & Telecom.
Engineer (Project),
Railway Electrification,
Nagpur - 440 015.

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

---

With reference to your letter No. CPM/N/ST/SIG/11/1331 dated 26-09-1988 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 14 signal structures at stations on Wardha(Excl.)-Balharsh (Excl.)section to item 13(ii)(c) Chapter-I of B.G.Metric Schedul of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure 'A'(Form-XI) accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-89.

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-Vol.II dated 8-11-88.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.695 dated 1/11/88.

sd/-
( Arimardan Singh )
For Secretary Railway Board.

(30)

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-1989.

To
The Chief Signal & Telecom.
Engineer (Project),
Railway Electrification,
Nagpur - 440 015.

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

---

With reference to your letter No.CPM/N/ST/SIG/11/1331 dated 26-09-1988 sent through the Chief Commissioner of Railway Safety,Lucknow, the Ministry of Railways sanction the infringements caused by 14 signal structures at stations on Wardha(Excl.)-Balharsh (Excl.) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedul of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure 'A'(Form-XI) accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 31-1-89.

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-Vol.II dated 8-11-88.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.695 dated 1/11/88.

( Arimardan Singh )
For Secretary Railway Board.

(31)

No. 88/CEDO/ORI/22. 1/2/89

To

The General Manager,
Southern Railway,
Park Town,
Madras - 600 008.

Sub:- Opening of the new quadruple line between Avadi and Pattabiram on the Madras-Arakkonam Broad Gauge Section, South-West Main Line of Southern Railway, including Electrification.

---

Chief Commissioner of Railway Safety Lucknow under his letter No.RS.10-T(5)/87 dated 8-11-88 has advised that Railway Board's confirmation to the opening of the above section has not so far been received in their office.

As the Commissioner of Railway Safety's Inspection Report on the opening of the above section has not been received in this office duly forwarded through Chief Commissioner of Railway Safety Lucknow and appears to have been lost somewhere in transaction, it is requested that a copy of the Report alongwith a copy each of Index Plan and Section drawn on Tracing Cloth and two extra Xerox copies of Index Plan and Section may please be sent immediately to enable this office to consider the issue of confirmation of the opening of above section.

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

DA - Nil

(32)

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

No. 88/CE20/SD/1. New Delhi, Dated 2-2-1989.

To

The Chief Signal & Telecom Engineer(Project),
Railway Electrification,
Nagpur - 400 015.

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

---

With reference to your letter No.CPM/N/ST/SIG/11 dated 30-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 5 signal structures at stations on Malkapur (Excl.)-Jalamb (incl.) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No. 88/CE20/SD/1. New Delhi, Dated 2-2-89.

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-I(2)/84-Vol.II dated 13-1-89.

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.15, dated 2nd January,1989.

( Arimardan Singh )
For Secretary Railway Bd.

ANNEXURE-I

| S.No. | Location Of | Name of the structure which infringes. | Chapter & item | Prescribed dimensions | Exiting actual dimensions | | Amount of infringement | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Primary | secondary | Primary | secondary. |
| 1 | 2 | 3 | 4 | 5 | 6 | | 7 | |
| 1. | Biswa Bridge UP Main Starter at KM:508.10 | Signal Ladder | Chapter-I item 13(ii)(c) | 2360 | 2330 | 2280 | 30 mm | 80 mm |
| 2. | Nandura UP Main Starter at KM: 521/10-11 | Signal Ladder | -do- | -do- | 2250 | 2250 | 110 mm | 110 mm |
| 3. | Nandura DN.Main Starter at KM:522/4-5 | Signal Ladder | -do- | -do- | 2270 | 2270 | 90 mm | 90 mm |
| 4. | Jalamb UP Starter for UP and DN.Loop. at KM:533/12-13 | Signal Ladder | -do- | -do- | 2220 | 2220 | 140 mm | 140 mm |
| 5. | Jalamb DN.Main Starter at KM:534/9-10 | Signal Ladder | -do- | -do- | 2210 | 2210 | 150 mm | 150 mm |

(34)

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

No. 88/CEDO/SD/1. New Delhi, Dated 2 -2-1989.

To

The Chief Signal & Telecom Engineer(Project),
Railway Electrification,
Nagpur - 400 015.

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

---

With reference to your letter No.CPM/N/ST/SIG/11 dated 30-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 5 signal structures at stations on Malkapur (Excl.)-Jalamb (incl.) section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 2 -2-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow 226 001 with reference to his endorsement No.RS.18-1(2)/84-Vol.II dated 13-1-89.

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.15, dated 2nd January, 1989.

( Arimardan Singh )
For Secretary Railway Bd.

ANNEXURE-A

| S.No. | Location Of | Name of the structure which infringes. | Chapter & item | Prescribed dimensions | Exiting actual dimensions | | Amount of infringement | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Primary | secondary | Primary | secondary |
| 1 | 2 | 3 | 4 | 5 | 6 | | 7 | |
| 1. | Biswa Bridge UP Main Starter at KM:508.10 | Signal Ladder | Chapter-I item 13(ii)(c) | 2360 | 2330 | 2280 | 30 mm | 80 m |
| 2. | Nandura UP Main Starter at KM: 521/10-11 | Signal Ladder | -do- | -do- | 2250 | 2250 | 110 mm | 110 m |
| 3. | Nandura DN.Main Starter at KM:522/4-5 | Signal Ladder | -do- | -do- | 2270 | 2270 | 90 mm | 90 m |
| 4. | Jalamb UP Starter for UP and DN.Loop. at KM:533/12-13 | Signal Ladder | -do- | -do- | 2220 | 2220 | 140 mm | 140 m |
| 5. | Jalamb DN.Main Starter at KM:534/9-10 | Signal Ladder | -do- | -do- | 2210 | 2210 | 150 mm | 150 m |

(36)

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

No.88/CSDO/SD/1. New Delhi, Dated 2-2-1989.

To

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

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at Balharshah station of Central Railway.

---

With reference to your letter No.E.252/VRRB/6553 dated 28-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 8 signal structures with respect to primary and secondary tracks at Balharshah station to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No.88/CSDO/SD/1. New Delhi, Dated 2-2-89.

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 Vol.II dated 13-1-89.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.28 dated 10-1-89.

( Arimardan Singh )
For Secretary Railway Board.

ANNAXURE-I

| S.No. | Location | Name of the structure which infringes. | Chapter & item | Prescribed dimensions. | Existing Actual Dimension Primary | Secondary. | Amount of infringement Primary | Secondary |
|---|---|---|---|---|---|---|---|---|
| 1. | Balharshah Signal Post. Up Main No.1 Intermediate Starter No.5A. at Km:889/10-11. | | Chapter-I item 13(ii) (c) | 2360 mm | 2280 | 2280 | 80 | 80 |
| 2. | Balharshah Signal Post Down Main No.2 Starter No.51B. at Km:890/15-16 | | -do- | 2360 | 2300 (from Dn.Main Road 1.) | 2240 (from Up Main Road 2) | 60 | 120 |
| 3. | Balharshah Signal Post Dn.Main No.2 Platform Starter No.52 Pull.B. at Km:890/9-10. | | -do- | 2360 | 2220 (from Dn.Main Road 1) | 2240 (from Up Main Road 2) | 140 | 120 |
| 4. | Balharshah Signal Post. Dn.Loop Starter No.52 Push 'B'. at Km:890/9-10 | | -do- | 2360 | 2320 | 2290 | 40 | 70 |
| 5. | Balharshah Signal Post. Dn.Main No.1 & Dn.Rec.& Dep.lines intermediate starter No.54 B. at Km:890/15-16. | | -do- | 2360 | 2350 | 2260 | 10 | 100 |
| 6. | Balharshah Signal Post shunt from open line No.1 No.56 B. at Km:890/9-10 | | -do- | 2360 | 2310 | 2310 | 50 | 50 |
| 7. | Balharshah Signal Post Dn.Main No.1 Platform Starter No.58 B. at Km:890/7-8. | | -do- | 2360 | 2290 | 2280 | 70 | 80 |
| 8. | Balharshah Signal Post Up Starter Shunting neck No.2/Sorting Lines No.20M. at Km:889/11-12. | | -do- | 2360 | 2270 | 2270 | 90 | 90 |

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

(38)

No.89/CEDO/SD/1. New Delhi, Dated 6-2-89.

To

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

Sub:- Kandra-Gomharria Doubling - Location of Points and Crossings on 1 in 100 Grade at Adra end of Kandra Station Yard, situated between Chandil-Kandra-Gomharria-Tata B.G. Branch Double/Single Line Section of Chakradharpur Division of South Eastern Railway- Special permanent dispensation.

---

With reference to your letter No. DRG/SY/133/Pt.3/39 dated 14-12-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the provision of Emergency Cross over on 1 in 100 Grade at Kandra station yard as a Permanent Measure to item 2 of Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in the extension of station yard limit of 1 in 100 grade upto CH:905 Mts from CSB at Adra end as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing of proposed remodelling of Kandra Station Yard accompanying your letter referred to above.

The sanction is subject to adequate safety precautions regarding stabling of loads and shunting operations being taken and prescribed through the Station Working Rules.

It is however noted that this emergency cross over is required to be used only once in a way when the Dn.line towards Adra is blocked.

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

No. 89/CEDO/SD/1. New Delhi, Dated 6-2-89.

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(5)/84 dated 29-12-88.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.580/160/20 dated 16-12-88.

3) The Chief Engineer (Construction), South Eastern Railway, Bilaspur.

(Arimardan Singh)
For Secretary Railway Board.

PTO

| S.No. | Location | Name of the structure which infringes. | Chapter & item | Prescribed dimensions. | Existing actual dimension | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1. | Adra-Kandra Gomharria-Tata section of Chakradharpur Division of South Eastern Railway at KM:271.011 to 271.165 (CH:751 to CH:905.) | Emergency cross over on 1 in 100 grade (Provision of part of KND. Yard on 1 in 100 grade). | Chapter-II item 2 | Gradient of 1 in 400 (Max.) and level(Min.) | Gradient of 1 in 100 | Gradient of 1 in 100 against 1 in 400. |

(40)

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

No. 88/C&DO/SD/12. New Delhi, Dated 8-2-1989.

To

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

Sub:- Phulera-Kishangarh Doubling- Doubling of Sakhun-Kishangarh Section - Condonation of infringement at Mandawariya (P.B.Item No.9 for 1988-89).

Ref:- Your office letter No. T.401/3/ADI dated May 10th/12, 1988.

---

The following typing errors have inadvertendly crept in this office sanction letter of even number dated 19-12-88 which may please be corrected as under:-

1) The word 'BG Metric Schedule of Dimensions (1973)' appearing in line No.5 & 6 of para-I may be corrected to read as 'MG Metric Schedule of Dimensions (1963)'.

2) The reference of your letter No.I/401/3/ADI dated 10/12.5.88 appearing in line No.1 of para-I may be corrected to read as T/401/3/ADI dated 10/12-5-88.

3) Annexure-I enclosed with this office sanction letter of even number dated 19.12.88 may be treated as cancelled and replaced by a new Annexure-I now enclosed herewith.

The Receipt of this letter may please be acknowledged.

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

No. 88/C&DO/SD/12. New Delhi, Dated 8-2-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 001 with reference to his endoresement No.RS.18-T(8)/84 dated RS.18-T(8)/84 dated 6-6-88.

(41)

2) The Commissioner of Railway Safety, Western Circle, Bombay-400 020 with reference to his letter No.221/996 dated 24/27-5-88.

3) Shri.K.M.Shah, Dy.CS(c)North, Western Railway, Ahmedabad with reference to his D.O. No.T.401/3/ADI dated 27-1-89.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE-I

| S.No. | Location | Name of Structure which infringes | Chapter & Item | Prescribed Dimensions. | Existing Actual Dimensions. | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Mandawariya Station Yard on Phulera-Kishangarh section of Jaipur Division at KM:260.37. | Existing Cabin on UP Passenger Platform at Phulera end of Mandawariya Station. | Chapter-II<br>Item 7(ii) | | | |
| | | | i) From Platform Level to 305 mm above Platform Level. | i) 4850 mm increasing uniformly to 5000 mm. | 4220 mm from Centre Line of Up Main Line to Cabin. | 630 mm at Platform Level increasing uniformly 780 mm at 305 mm height for the track side face of the existing cabin. |
| | | | ii) From 305 mm above Platform Level to 2970 mm above Rail Level. | 5000 mm | a) 4220 mm from Centre line of Up Main Line to Cabin. | a) 780 mm for the track side face of existing cabin. |
| | | | | | b) 3670 mm from Centre Line to upper chhaja at a height of 2500 mm from Platform Level.<br>3460 mm from Centre Line to lower chhaja at a height of 2050 mm from Platform Level. | b) 1330 mm for upper and 1540 mm for lower chhaja |
| | | | iii) From 2970 mm above Rail Level to 3200 mm above Rail Level | 5000 mm decreasing uniformly to 4550 mm | - do - | 780 mm at 2970 mm above Platform Level reducing to 330 mm at a height of 3200 mm above Platform Level. |

42

(43)

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

No. 88/CEDO/ORI/23. New Delhi, Dated 8-2-89.

To

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

Sir,

Sub:- Doubling of track between Tambaram and Chengalpattu - Opening of new Second Main line between Tambaram and Guduvancheri stations on the Madras Division of Southern Railway, including Electrification works.

---

With reference to your Endorsement No.RS.10-T(17)/88 dated 23.12.88, I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.56 dated 12.12.88.

yours faithfully,

( Arimardan Singh )
For Secretary Railway Board.

No. 88/CEDO/ORI/23. New Delhi, Dated 8-2-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No.56 dated 12.12.88.

2) The General Manager, Southern Railway, Park Town, Madras-600 003 with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advise to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above sectio may please be intimated as and when the same is commissioned to passenger traffic.

( Arimardan Singh )
For Secretary Railway Board.

R.N/CEDO/8-2-89.

(44)

No.88/CEDO/SR/6.

14-2-88

To

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

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

Ref:- Your office letter No.W636/15/77 dated 30-1-1989.

---

The sanction for running of 'BTPGL' wagon over Western Railway has already been issued under this office letter of even number dated 10-11-1988. A copy is however enclosed herewith for your information.

The receipt of this letter may please be acknowledged.

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

DA/As above.

(45)

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

No. 87/WDO/SR/12. New Delhi, Dated 14-2-1989.

To

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

Sub:- Running of empty movement of 8-axle special B.G.Wagon of M/s.FPDIL Sindari on Northern Railway.

---

With reference to your application No.519.W/392 dated Nil and 25-11-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the empty running of 8-axle special wagon of M/s.FPDIL Sindari to RDSO's Drawing No.SK.78528 Alt.Nil on the 92 B.G.Sections indicated in your Joint Safety Certificate No.SLC/BG/32/88 at the proposed maximum permissible speed indicated against each 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 the special conditions framed by your railway as per annexure enclosed with your letter No. 519-W/392 dated 4-3-1985 and all other conditions/stipulations laid down in the certificates accompanying your application referred to above.

The Ministry of Railways also sanction the infringement to Clause 16 of Chapter-IV(A) of B.G.Metric Schedule of Dimensions (1973) involved in the running of above 8 axle special B.G.Wagon as detailed in Form-XI accompanying your application referred to above.

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

No. 87/WDO/SR/12. New Delhi, Dated 14-2-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his Endorsement No.RS.17-T(1)/82-Vol. IV dated 23-6-87 and RS.17-T(1)/82-Vol.VII dated 27.1.89.

2) The Commissioner of Railway Safety, Northern Circle, Hazaratganj, Lucknow-226001 with reference to his letter No.419/1339/8 axle/special BG Wagon dated 25-5-87 and 9-1-89.

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

( Arimardan Singh )
For Secretary Railway Board.

(46)

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

No. 88/CEDO/SR/21. New Delhi, Dated 14-2-89.

To

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

Sub:- Sanction for running of Plasser (India)'s Points and Crossings Tamping Machine PLM-07-275 S on various B.G. Sections over Central Railway.

---

With reference to your application No. W.681.Y.61 BR dated 12-5-1988 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/T-2131 with a maximum axle load of 15.5t at a maximum permissible speed of 40 Kmph. when running on its own power or when running in train formation on the following 15 BG Sections as mentioned in your Joint Safety Certificate No. M. 19/88 B.G.

1. Bombay V.T. - Kalyan - Pune - Wadi
2. Kalyan - Igatpuri - Bhusawal - Itarsi - Jabalpur - Naini.
3. Balharshah - 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 Katni Jn. - Singrauli
12. Diva - Vasai Road
13. Diva - Panvel - Apta - Pen - Roha Road
14. Badnera - Amravati
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 19/88 B.G. 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) involved in the running of Plasser (India)'s Points and Crossings tamping machine as detailed in Form-XI accompanying your letter referred to above.

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

(47)

No. 88/CEDO/SR/21. New Delhi, Dated 14-2-89.

Copy forwarded for information to:-

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

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.360 dated 16-5-88

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

( Arjmardan Singh )
for Secretary Railway Board.

(48)

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

No. 89/CEDO/SR/4. New Delhi, Dated 14-2-1989.

To -

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

Sub:- Sanction for running/working of 140t B.G. Diesel Hydraulic Brakedown crane supplied by M/s.Jessop and Co. Ltd., Calcutta on various B.G.Sections on Central Railway.

******

With reference to your application No.M-190-RC-WY/BR/IV dated 3-1-1989 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 Brakedown 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 arrangements 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 27 B.G.Sections as mentioned in your Joint Safety Certificate No.C-44/88 B.G. at a maximum 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 60 Kmph 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 40 Kmph 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 5 Kmph, 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.

The sanction is subject to the all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. The sanction is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.C-44/88 B.G. 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 the B.G.Metric Schedule of Dimensions (1973) involved in the running/working of 140t B.G.Diesel Hydraulic crane as detailed in Form-XI accompanying your application.

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

(49)

No.89/CEDO/SR/4. New Delhi, Dated 14-2-1989.

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 13-1-1989.

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.30 dated 10-1-1989.

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

(Arimardan Singh)
for Secretary Railway Board.

R.N./CEDO/6-2-89.

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

(50)

No. 88/CEDO/ORI/24. New Delhi, Dated 14-2-1989.

To

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

Sir,

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

*****

With reference to your Endorsement No. RS. 10-T(16)/88, dated 23-12-88 I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/259/H/330 dated 07-12-88.

yours faithfully,

( Arimardan Singh )
For Secretary Railway Board.

No. 88/CEDO/ORI/24. New Delhi, Dated 14-2-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No. 16-5/259/H/330 dated 07-12-88. He may kindly see for information the endorsement made to the General Manager, Western Railway below regarding suitable action to be taken by the railway to improve the visibility of signals to 200 metres in connection with para 12(d) of his report.

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

Your specific attention is invited to para 12(d) of item-K- Signalling and Interlocking of the report. Commissioner of Railway Safety, Western Circle, Bombay during his visibility trials made by a tower wagon has found that the visibility of signals is only 180 metres. Suitable action should be taken by your railway to ensure the visibility of signals to 200 metres in terms of para 7.7.7 of New SEM.

(Arimardan Singh )
For Secretary Railway Board

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

(51)

No. 88/CSDO/SD/1. New Delhi, Dated -2-1989.

To

The Deputy Chief Signal & Telecom.
Engineer (Project),
Durg-Nagpur Railway Electrification,
Ajni Chowk,
Nagpur - 440 015.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at 4 stations on Durg(Excl)Dongargarh section of South Eastern Railway.

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With reference to your letter No. Dy. CSTE/DNRE/ST/SIG/11/3/369 dated 19-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements caused by 12 signal structures at four stations on Durg(Excl.) Dongargarh section with varying setting distances to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

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

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

No. 88/CSDO/SD/1. New Delhi, Dated -2-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 011 with reference to his Endorsement No. RS.18-T(5)/84 dated 28-9-88.

2) The Commissioner of Railway Safety, South Eastern Circle, Calcutta - 700 001 with reference to his letter No. 403/160/25 dated 22-9-88.

( Arimardan Singh )
For Secretary Railway Board.

(52)

ANNEXURE - I

| S.No. | Location | Name of structure which infringes. | Chapter & item No. | Prescribed Dimensions. |
|---|---|---|---|---|
| 1. | Rajnandgaon at Km:895/15. | Dn.Main starter signal | Chapter-I item 13(ii)(c) | 2360 mm. |
| 2. | Rajnandgaon at Km:896/1-2 | Dn.Common Loop Starter Signal | -do- | -do- |
| 3. | Rajnandgaon at Km:896/14. | Up Main Starter Signal. | -do- | -do- |
| 4. | Rajnandgaon at Km:896/14. | Up Common Loop Starter Signal. | -do- | -do- |
| 5. | Rajnandgaon at Km:897/5. | Up advance Starter Signal. | -do- | -do- |
| 6. | Murhipar at Km:880/14-15. | Dn.Main Starter Signal. | -do- | -do- |
| 7. | Jatkanhar at Km:922/2. | Lader of CLS Post. | -do- | -do- |
| 8. | Jatkanhar at Km:922/2. | Up Main Starter Signal. | -do- | -do- |
| 9. | Dongargarh (E/Cabin) at Km:927/1. | Up Main Home Signal. | -do- | -do- |
| 10. | Dongargarh (E. Cabin) at Km:927/6. | Starter Signal No.44 | -do- | -do- |
| 11. | Dongargarh (W/Cabin) at Km:928/2-3 Km; | Up Main Starter Signal. | -do- | -do- |
| 12. | Dongargarh (W/Cabin) at Km:928/6 | Starter Signal No.34 | -do- | -do- |

| Existing Actual Dimensions. | | Amount of infringement. | | |
|---|---|---|---|---|
| Primary Track | Secondary Track | Primary Track | Secondary Track. | |
| 2565 mm | 2225 mm | 150 mm | 148 mm | extra allowance of 368 mm (355 mm + 13 mm) for 2° curve. |
| 2320 mm | 2320 mm | 40 mm | 40 mm | |
| 2230 mm | 2240 mm | 130 mm | 120 mm | |
| 2270 mm | 2260 mm | 90 mm | 100 mm | |
| 2300 mm | 2640 mm | 73 mm | 75 mm | extra allowance of 368 mm (355 mm + 13 mm for 2° curve. |
| 2330 mm | 2330 mm | 30 mm | 30 mm | |
| 2350 mm | 2340 mm | 10 mm | 20 mm | |
| 2320 mm | 2320 mm | 40 mm | 40 mm | |
| 2310 mm | 2310 mm | 50 mm | 50 mm | |
| 2240 mm | 2245 mm | 120 mm | 115 mm | |
| 2270 mm | 2270 mm | 90 mm | 90 mm | |
| 2270 mm | 2270 mm | 90 mm | 90 mm. | |

(54)

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

No. 84/WDO/SR/3 New Delhi dated 15.2.1989.

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

Sub: Running of Single/Double headed WAG 5A electric locomotive/locomotives on the B.G. System of South Eastern Railway.

.....

With reference to your application No. G/LOCO/WAG 5 dated 6.4.1988 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction already communicated under this office letter of even number dated 4.9.84 for the running of Single/Double headed WAG 5A Electric Loco is here by modified to increase the speed from 65 kmph to 75 kmph for operation of freight services on all the electrified sections of your Railway except Waltair-Kirandul line.

Other Conditions/Stipulations already made in this office letter of even number dated 4.9.84 however remain unchanged.

Sd/-

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

No. 84/WDO/SR/3 New Delhi dated 15.2.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-I (3)/82 dated 19.4.88.

2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta-700001 with reference to his letter No.33 dated 8.4.1988.

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

Sd/-

(ARIMARDAN SINGH)
for Secratary Railway Board.

(55)

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

No.88/CEDO/SD/11. New Delhi, Dated 21-2-89.

To

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

Sub:- Electrification of Amla Yard Lines in Itarsi-Nagpur section 25 kV AC - Administrative approval for adoption of setting distance below 2.36m for the OHE Structures.

Ref:- i) Your office letter No. CPM/N/EL/T/28/5906 dated 26-7-88
ii) Your office letter No. CPM/N/EL/T/28/84/445 dated 15.12.88

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In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their administrative approval for adoption of setting distances varying from 2213 mm to 2358 mm for implantation of 53 OHE Structures of Amla yard lines in Itarsi-Nagpur section between 874/AMF/R&D/7 to 875/32.55 as deailed in Appendix 'A' accompanying your letter referred to above against 2360 mm required as per item 13 Chapter-I of B.G.Metric Schedule of Dimensions (1973).

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

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

(56)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)
Railway Board.

No. 88/CEDO/SD/11. New Delhi, Dated 21-2-89.

To

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

Sub:- Electrification of Badnera Yard Lines in Bhusawal-Wardha-Nagpur Section 25 kV AC - Administrative approval for adoption of setting distance below 2.36m for the OHE Structures.

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

ii) Your office letter No.CPM/N/EL/T/28/85/445 dated 15.12.88

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In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their Administrative approval for adoption of setting distances varying from 2210 mm to 2356 mm for implantation of 36 OHE Structures of Badnera Yard lines between Kms.661/1016 to 661/1060 as detailed in Appendix 'A' accompanying your letter referred to above against 2360 mm required as per item 13 Chapter-I of B.G.Metric Schedule of Dimensions (1973).

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

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

(57)

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

No. 89/CEDO/ORI/2. New Delhi, Dated 21-2-1989.

To

The Chief Project Manager,
Railway Electrification,
Bilaspur - 495 001.

Sub:- Introduction of Electric Traction on the tracks falling under DURG-NAGPUR Section ( South Eastern Railway).

---

With reference to your letter No.CPM/BSP/INRE/EL/T/28 dated 05/01/1989 sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Railway Ministry's authorisation to Commissioner of Railway Safety for progressively commissioning of 25 kV AC 50 cycles system for Electric Traction installations of each sub-section on DURG-NAGPUR section of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above, and in other enclosures attached therewith. This is further subject to inspection and sanction by Commissioner of Railway Safety South Eastern Circle, Calcutta as per Rules for individual section as and when completed and all Safety Certificates etc., being furnished to him as per Rules as mentioned in Railway Electrificatic Bilaspur's application.

The date of Commissioning of the traction installations on DURG-NAGPUR section of South Eastern Railway may please be intimated to this office.

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

No.89/CEDO/ORI/2. New Delhi, Dated 21-2-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No. RS.8-T(2)/88 dated 7-2-1989.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.659/19/65 dated 27-1-1989.

( Arimardan Singh )
For Secretary Railway Board.

(58)

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

No. 88/CEDO/SD/11. New Delhi, Dated 21-2-89.

To

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

Sub:- Electrification of Nagpur Station Passenger lines in Nagpur-Bhusawal section on 25 kV AC - Administrative approval for adoption of setting distance below 2.36m for the OHE Structures

Ref:- i) Your office letter No. CPM/N/EL/T/28 dated 13-6-88

ii) Your office letter No. CPM/N/EL/T/28/89 dated 19-12-88.

---

In view of the position explained in your letter quoted above, the Ministry of Railways have examined the matter and accord their administrative approval for adoption of setting distances varying from 2210 mm to 2240 mm for implantation of 8 OHE Structures for passenger lines at Nagpur Station between Kms. 836/38 to 836/45 as detailed in Appendix 'A' accompanying your letter referred to above, against 2360 mm required as per item 13 Chapter-I of B.G.Metric Schedule of Dimensions (1973).

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

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

(59)

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

No. 83/WDO/SD/4. New Delhi, Dated 21-2-89.

To

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

Sub:- Canning Branch - Bridge No.C/9 at Km:26/10-11 - Infringement to BG Schedule of Dimensions - Condonation thereof.

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With reference to your letter No.W.591/2 dated 6-2-87 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 26-6-87, 15-10-87 and 29-2-88 the Ministry of Railways sanction the infringement to item 13(ii)(b), (c) and (d) Chapter-I of B.G.Metric Schedule of Dimensions (1973) on permanent basis as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and DRM, Sealdah Sketch No.C-337-86.

The Ministry of Railways also permit the running of EMU stock at unrestricted speed on Bridge No.C/9. It is noted that the available clearance of 7'-1" from R.L. to 3'-0" above R.L., and similarly the available clearance of 7'-1" from 11'-6" above R.L. and upwards would not endanger the safety of commuters. It is further noted that the floor level of BG EMU Coaches is 3'-10½" above R.L.

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

No. 83/WDO/SD/4. New Delhi, Dated 21-2-1989.

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(4)/84 dated 31.3.87.

2) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.2233 dated 10-3-1987.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE - I

| S.No. | Location | Name of structure which infringes. | Chapter & item | Prescribed Dimensions | Existing Actual Dimensions | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Sonarpur -Canning. KM:26/10-11 | Bridge No.C/9 span 1x176'-0" through typd girder on single line. | Chapter-I item No. 13(ii)(b) | 6'-3" (1905 mm) increases to 7'-9" (2360 mm) | 7'-1" (2159mm) minimum | 0'-8" (201 mm) maximum |
| | | | Chapter-I item No. 13(ii)(c) | 7'-9" (2360 mm) | 7'-5½" (2267 mm) | 0'-3¾" (93mm) maximum |
| | | | Chapter-I item No. 13(ii)(d). | 7'-9" (2360 mm) decreasing to 7'-0" (2135 mm) | 7'-1" (2159mm) minimum 7'-5½" (2267mm) maximum | 0'-8" (201mm) maximum 0'-3¾" (93 mm) minimum |

(61)

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

No. 83/WDO/SD/4. New Delhi, Dated 21-2-1989.

To

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

Sub:- Kankurgachi Chord - Bridge No.X/23 at Km 7/30 X-32X. - Condonation of infringement and running.

With reference to your letter No.W.591/2 dated 6-2-87 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 15-10-87 and 29-2-88 the Ministry of Railways sanction the infringement to item 13(ii)(b) Chapter-I of B.G.Metric Schedule of Dimensions (1973) on permanent basis as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and DRM, Sealdah Sketch No.C-336-86 and CE's Drawing No. B 180-84.

The Ministry of Railways also permit the running of EMU stock at unrestricted speed on Bridge No.X/23. It is however noted that the available clearance of 6'-8" on the L.H. and R.H. of Up and Dn. track respectively ranging from Rail Level to 3'-2½" above Rail Level on Bridge No.X/23 would not endanger the safety of commuters on account of the floor level of B.G.EMU coaches being 3'-10¼" above Rail Level.

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

No. 83/WDO/SD/4. New Delhi, Dated 21-2-89.

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(4)/84 dated 28-5-87.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.2309/601/1/D/87 dated 27-3-87.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE - I

| S.No. | Location | Name of Structure which infringes. | Chapter & item | Prescribed Dimensions. | Existing Actual Dimension | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1. | Kankurgachi Chord. Km:7/30X - 32X | Bridge No. X/23 Span 1x60' Semi through girder on Double line (R.U.B.) | Chapter-I item No. 13(ii)(b) | 6'-3" (1905 mm) increases to 7'-9" (2360 mm) | 6'-8" (2032 mm) minimum | 1'-1" (328 mm) |
| | | | Chapter-I item No. 13(ii)(c) | 7'-9" (2360 mm) | 7'-9" (2360 mm) | NIL. |

(63)

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

No. 89/CEDO/SD/2. New Delhi, Dated 23-2-1989.

To

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

Sub:- Podanur - Palghat Beach - Proposed conversion of Ettimadai station into a Block Station - Railway Board's condonation requested for the infringing grades in the yard.

---

With reference to your letter No.W.572/I/11/CN dated 25-11-88 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringing grades of 1 in 235, 1 in 208 and 1 in 114 as a Permanent Measure for the proposed Block Station Ettimadai to item 2 Chapter-II of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No.SK 42-88 accompanying your letter referred to above.

The sanction is subject to suitable safety arrangements being made by the railway to prevent accidents.

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

No. 89/CEDO/SD/2. New Delhi, Dated 23-2-89.

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 23-12-88.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore - 560 009 with reference to his letter No.1397 dated 7-12-88.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE-I (FORM-XI)

| S.No. | Location | Name of structure which infringes. | Chapter & item | Prescribed dimensions. | Existing actual dimensions. | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Palghat Division<br>Ettimadai Station<br>Proposed conversion into Block Station at KM:500/5-11. | Grades | Chapter-II item-2 | 1 in 400 | 1 in 235 | 1 in 235 against 1 in 400 |
| 2. | -do-<br>at KM:500/10<br>501/1. | -do- | -do- | -do- | 1 in 208 | 1 in 208 against 1 in 400 |
| 3. | -do-<br>at KM:500/16<br>501/7. | -do- | -do- | -do- | 1 in 114 | 1 in 114 against 1 in 400. |

R.N./22.2.89.

(65)

No.88/CEDO/CRS/IR/6. 23-2-1989.

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

Sub:- Inspection Report on
South Eastern Railway
(Chakradharpur) for the
year ending 31st March,88
Part-II.

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Please refer to this office letter of even number dated 25th March,88 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 19-8-88. It is seen that the action taken by the Railway on CRS's above quoted inspection report is being endorsed to this office nor the receipt of this letter is being acknowledged.

Under the circumstances, it is requested y that the action taken may please be advised immediately to CRS under advice to this office and in case there is any delay, the receipt of this letter may please be invariably acknowledged.

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

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

(66)

No. 89/CEDO/ORI/1. New Delhi, Dated 23-2-1989.

To

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

Sir,

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.)

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With reference to your Endorsement No.RS.10-T(19)/88 dated 23-1-89, I am directed to confirm the action of Commissioner of Railway Safety, South Central Circle, Secunderabad in authorising the opening of the above diversion for the public carriage of passengers as per his letter No.6/SC/20 dated 10-1-89.

yours faithfully,

( Arimardan Singh )
For Secretary Railway Board.

No. 89/CEDO/ORI/1. New Delhi, Dated 23-2-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 571 with reference to his letter No. 6/SC/20 dated 10-1-89.

2) The General Manager, South Central Railway, Secunderabad with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and Commissioner of Railway Safety informed accordingly under advice to 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 each of the Index Plan and Section of the above diversion may please be sent to this office.

( Arimardan Singh )
For Secretary Railway Board.

ANNEXURE - I

| S. No. | Location | Name of structure which infringes. | Chapter & item | Prescribed Dimensions | Existing Actual Dimensions | Amount of infringement |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Sonarpur -Canning. KM:26/10-11 | Bridge No.C/9 span 1x176'-0" through type girder on single line. | Chapter-I item No. 13(ii)(b) | 6'-3" (1905 mm) increases to 7'-9" (2360 mm) | 7'-1" (2159mm) minimum | 0-8" (201 mm maximum |
| | | | Chapter-I item No. 13(ii)(c) | 7'-9" (2360 mm) | 7'-5½" (2267 mm) | 0-3¾" (93mm) maximum |
| | | | Chapter-I item No. 13(ii)(d). | 7'-9" (2360 mm) decreasing to 7'-0" (2135 mm) | 7'-1" (2159mm) minimum 7'-5½" (2267mm) maximum | 0'-8" (201 mm Maximum 0'-3¾" (93 mm) minimum |

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

(68)

No. 88/CEDO/SD/1. New Delhi, Dated 23-2-89.

To

The Chief Signal & Telecom.Engineer(Project),
Railway Electrification,
Nagpur.

Sub:- Approval of infringements in connection with introduction of Multiple Aspect Colour Light Signalling at stations on ex:Wardha - ex:Balharshah section of Central Railway.

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With reference to your letter No. CPM/N/ST/SIG/11/4060 dated 2/4-1-1989 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways sanction the infringements regarding setting distances from primary and secondary track caused by ladders of 13 Signal Structures due to inadequate track centres at Majri and Chandrapur stations ex:Wardha - ex:Balharshah section to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as shown in Form-XI accompanying your letter referred to above.

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

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

No. 88/CEDO/SD/1. New Delhi, Dated 23-2-89.

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 Vol.II dated 3-2-1989.

2) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.49 dated 20-1-1989.

( Arimardan Singh )
For Secretary Railway Board.

(69)

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

No. 89/CEDO/ORI/3. New Delhi, Dated 28-2-1989.

To

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

Sir,

Sub:- Opening of new B.G.line from Miryalaguda to Nadikude i.e., Phase-II of the construction of new B.G.line between Bibinagar and Nadikude for public carriage of passengers on the Secunderabad Division of South Central Railway.

---

With reference to your Endorsement No.RS.10-T(18)/88 dated 23-1-1989, 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 28-12-88.

Yours faithfully,

(Arimardan Singh)
For Secretary Railway Board.

No. 89/CEDO/ORI/3. New Delhi, Dated 28-2-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20 dated 28/12/88.

2) The General Manager, South Central Railway, Secunderabad with the request that suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of the above section may please be intimated as and when the same is commissioned to passenger traffic. The Tracing Cloth of the Index Plan and Section for the section -III Miryalaguda to Vishnupuramu has not been received with CRS's Inspection Report which may kindly be sent to this office. Also One ferro copy of the Index Plan and Section for section III and IV may please be sent to this office.

(Arimardan Singh)
For Secretary Railway Board.

(70)

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

No.89/CEDO/SR/5 New Delhi dated 1.3.89.

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

Sub: Sanction for running of WAG/5H, WAG/5HR and WAG/5HA class locomotive up to a maximum speed of 65kmph for haulage of passenger/ freight trains in single or double headed operation on Tuglakabad-Jhansi-Bina-Bhopal-Itarsi-Nagpur-Wardha-Balharshah and Wardha-Bhusawal-Igatpuri B.G. section of C.Railway.

.....

With reference to your application No.W681.Y.68.BR/IV dated 4.1.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG/5H, WAG/5HR, and WAG/5HA class AC electric locomotives (CLW built fitted with Hitachi type HS 1050 and 1525 O-A motors, with ballast weight in the underframes and having an axle load of 21t on Tuglakabad-Jhansi-Bina-Bhopal-Itarsi-Nagpur-Wardha-Balharshah and Wardha-Bhusawal-Igatpuri B.G. sections of your Railway at a maximum speed of 65kmph for haulage of passenger/freight services either in single or double headed operation subject to the following conditions:

1. Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time and observance of additional speed restrictions as imposed by CSE due to the conditions of O.H.E or other reasons.

2. Observance of the conditions/stipulations made in your Joint Safety Certificate No. E.43/88 B.G., RDSO's speed certificate No. SD.WAG. 5.11 dated 31.10.88 and all other certificates accompanying your application referred to above.

3. Movement of WAG/5H, WAG/5HR and WAG/5HA locomotives on the above noted sections is permitted only after completion of electrification.

It is noted that the moving profile of WAG/5H, WAG/5HR and WAG/5HA locomotives is the same as that of WAM 4 locomotives as per para 2.4.1 of RDSO's speed certificate. The pantograph of the locomotives in locked down condition infringes the maximum moving dimension of 1929 of the B.G. Metric Schedule of Dimensions 1973 in non electrified sections and Board's condonation for this infringement for any movement of these locomotives with pantograph in locked down condition over non electified sections has to be obtained by the Railways as usual.

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

...../2

(71)

No.89/CEDO/SR/5 New Delhi dated 1.3.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. RS.17-T(3)/82 dated 13.1.1989.

2. The Commissioner of Railway Safety, Central Circle, 2nd floor, Churchgate station building Annexe, M.K. Road, Bombay with reference to his letter No.26 dated 10.1.89

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

(ARIMARDAN SINGH)
for Secretary Railway Board.

(72)

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

No. 84/WDO/SR/3 New Delhi dated /.3.1989.

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

Sub: Sanction for running of WAG/5A, WAG/5B and WAG/5C class locomotive at a maximum speed of 75 kmph for haulage of passenger/freight trains in single or double headed operation on Tuglakabad-Jhansi-Bhopal-Itarsi-Nagpur-Wardha-Balharshah and Igatpuri-Bhusawal-Wardha section of Central Railway.

.....

With reference to your application No.W.681.Y.68.BR.IV dated 23.1.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG/5A, WAG/5B and WAG/5C class AC electric locomotives (CLW built) with a maximum axle load of 19.8+2%t on Tuglakabad-Jhansi-Bhopal-Itarsi-Nagpur-Wardha-Balharshah and Igatpuri-Busawal-Wardha B.G. sections of your Railway at a maximum speed of 75kmph for haulage of passenger/freight services either in single or double headed operation subject to the following conditions:

1. Observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time and observance of additional speed restrictions as imposed by CEE due to the conditions of O.H.E or other reasons.

2. Observance of the conditions/stipulations made in your Joint Safety Certificate No. E.45/84 B.G., RDSO's speed certificate No. SD.WAG.5.11 dated 4.11.88 and all other certificates accompanying your application referred to above.

3. Movement of WAG/5A, WAG/5B and WAG/5C locomotives on the above noted sections is permitted only after completion of electrifi-cation.

It is noted that the moving profile of WAG/5A, WAG/5B and WAG/5C locomotives is the same as that of WAM.4 locomotives as per para 2.4.1 of RDSO's speed certificate. The pantograph of the locomotives in locked down condition infringes the maximum moving dimension of 1929 of the B.G. Metric Schedule of Dimensions 1973 in non electrified sections and Board's condonation for this infringement for any movement of these locomotives with pantograph in locked down condition over non electrified sections has to be obtained by the Railways as usual.

This sanction is in continuation of earlier sanction of even No. dated 1.6.84 issued for running of WAG/5A locos on Igatpuri-Bhusawal B.G. section at a maximum speed of 75kmph in single headed freight train operation

(ARJAN SINGH)
Director Civil Engg.(G)
Railway Board

-/2

(73)

No.84/WDO/SR/3 ...i dated /.3.89

Copy forwarded to:

1. The Chief Commissione... y Safety, Ashok Marg, Lucknow, ...nt No. RS.17-T(3)/82 dated 10.2.89.

2. The Commissioner of ... ty, Central Circle, 2nd floor, Church gate station ... exe, Maharshi Karve Road, Bombay -400020 with referenc... tter No. 73 dated 6.2.89.

3. The Director Standard..., Lucknow.

...ARDAN SINGH)
...tary Railway Board.

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(74)

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

No. 88/CEDO/SR/24 New Delhi dated 8.3.89

The General Manager(Works),
Southern Railway,
Madras-3.

Sub: Running of 8-axle special B.G. Bogie well wagon to RDSO's dig. No. WD 87023-S-02 (Alt.4) on various Broad Gauge Sections.

.....

With reference to your application No. W.439/4/Vol.XIII dated 15.11.88 and 25/30.1.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-axle B.G. Well Wagon named as Alakananda 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 28 B.G. section as mentioned in your Joint Safety Certificate No. 486 BG/Revised dated 9.1.1989 at a maximum speed shown against each 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 furthur subject to all other conditions/ stipulations made in your Joint Safety Certificat No. 486 BG/Revised of dated 9.1.89, RDSO's speed certificate No. MW/CS/BWHT dated 13.9.88 and all other certificates accompanying your application dated 15.11.88 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 competant 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 23-8-88.

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

NO.88/CEDO/SR/24 New Delhi dated 8.3.1989

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, w.r.t. his endorsement No. 17-T(1)/82-Vol.VII dated 14.12.88 &23.2.1989.

2. The Commissioner of Railway Safety,Southern Circle,7,Seshari Rd., Gandhinagar,Bangalore w.r.t.his letter No.1276 dt.21.9.88 and 1750 dated 31.1.1989.

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

(ARIMARDAN SINGH)
for Secratary Railway Board.

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

(75)

No. 89/CEDO/SR/2. New Delhi, Dated 8-3-89.

To

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

Sub:- Introduction of 8 axle special B.G.Bogie Well Wagon with 20.3t axle load Alkananda of M/s.BHEL, Hardwar.

With reference to your application No.W.552/7/Vol.3 dated 30.1.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8-axle B.G. Bogie Well Wagon named Alkananda, 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 following 9 B.G.sections at a maximum proposed speed shown against each section subject to maximum sectional speed.

| S.No. | Section. | Proposed Max.permissible speed in Kms. | |
|---|---|---|---|
| | | Empty | Loaded |
| 1. | East Dock Jn. - Tikiapara & back (via.KGK Chord - DDJ - C.C.Rly - C.C.Link - SYM). | 35 | 35 |
| 2. | East Dock Jn. - Mughalsarai & back (via.KGK Chord - DDJ- C.C.Rly. - HB Chord- BWN-ASN-STN-JAJ-KEU-DNR) | 35 | 35 |
| 3. | Sitarampur - Chopan and back. (via. DHN-GMO-CKP-DRKA-BRWD-GHD -BXLL) | 35 | 35 |
| 4. | Chopan-Sigrauli and back. (via.BXLL - Karaila Road). | 35 | 35 |
| 5. | Singrauli - Mahadiya and back. | 20 | 20 |
| 6. | Karaila Road - Shaktinagar & back. | 35 | 35 |
| 7. | Mughalsarai - Malda Town & back. (via.DNR-PNBE-KEU-BHW-TMLE-GMX) | 35 | 35 |
| 8. | Mughalsarai-Garwa Road & back. (via. DOS-SAB) | 35 | 35 |
| 9. | Mughalsarai-Garhara and back. (via DNR - RDUM) | 35 | 35 |

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 all other conditions/stipulations made in your Joint Safety Certificate No.61/88 and its Annexure-A, RDSO's speed certficate No.MW/CS/BWHT dated 13.9.88 and 14.9.88 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.

P.T.O.

(76)

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 23.8.88.

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

No. 89/CEDO/SR/2. New Delhi, Dated 8 -3-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his endorsement No.RS.17-T(1)/82 Vol.VII dated 23.2.89.

2) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta with reference to his letter No.775 dated 31.1.89.

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

( Arimardan Singh )
For Secretary Railway Board.

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

(77)

No.89/CEDO/SR/2 New Delhi dated 8.3.1989

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

Sub: Movement of 8axle special BG well wagon with 20.3t axle load Alakanada of M/S BHEL Hardwar.

.....

With reference to your application No.636/15/84 (W3) dated 6.2.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 8axle B.G. 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 following B.G. sections of your Railway at a maximum speed of 40kmph.

| S.No. | | Section |
|---|---|---|
| 1. | | Bombay Central-Mathura Jn. |
| 2. | | Udhna ---------Jalgoan |
| 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. |

The sanction is subject to observance of all permanent speed restrictions as notified in the current working time table and other 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.3 of 1989, RDSO's speed certificate No. MW/CS/BHWT dated 13.9.88 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 Rly. 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 23-8-88.

(ARDMARDAN SINGH)
Director Civil Engg(G)
Railway Board.

-----/2

(78)

NO. 89/CEDO/SR/2 New Delhi dated 9.3.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No. 17.T (1)/82-Vol.VII dated 23.2.1989.

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. 12-5/263/43 dt.15.2.89.

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

(ARIMARDAN SINGH)
for Secretary Railway Board.

(79)
(79)

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

No. 89/CEDO/SD/8. New Delhi, Dated 13-3-89.

The Chief Administrative Officer (Con.),
South Eastern Railway,
Visakhapatnam - 530 004.

Sub:- Condonation for retention of 1 in 150 gradient in yard limits of new Gopalapatnam station on South Eastern Railway.

Ref:- Your office letter No. CE/SEC/WAT/D/VSP/CPTLKMP/4344 dated 3.1.89.

---

Your above quoted application overruling Commissioner of Railway Safety, South Eastern Circle, Calcutta's recommendation for provision of Axle counters for centralised operation of Points and Crossings is required to be sent through Commissioner of Railway Safety, South Eastern Circle, Calcutta and Chief Commissioner of Railway Safety, Lucknow. It is therefore requested that an early action may be taken to pursue the matter with Commissioner of Railway Safety/Chief Commissioner of Railway Safety's office and get it despatched to Secretary (Civil Engineering), Railway Board, New Delhi at an early date.

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

No. 89/CEDO/SD/8. New Delhi, Dated 13-3-89.

Copy forwarded for information and necessary action to:-

1) The Commissioner of Railway Safety, S.E. Circle, Calcutta. He is requested to kindly send a photo copy of S.E. Railway's above quoted application alongwith his recommendations through CCRS/Lucknow at an early date. Commissioner of Railway Safety's office letter No. 489/160 dated 28.10.88 is relevant in this connection.

2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 011 alongwith a copy of South Eastern Railway's application dated 3.1.89. This bears reference to CCRS's office letter No. RS.18-T(5)/84 dated 18.11.88.

Sd/-
(Arimardan Singh)
For Secretary Railway Board.

D.F.A.

(80)

M.N. PRASAD
MEMBER (ENGINEERING)

D.O. No. 70/WDO/ORI/RO/1.

March 16, 1989,
New Delhi.

~~Dear Sh~~ ~~Kp. Dear Vithal~~, Dear Shri Vithal,

Sub: Rules for opening of a Railway.

Ref: Your D.O. No. RS.9-T(1)/80 dated 3.10.88.

---

Your offer to make a revised draft of the above mentioned document is most welcome. Again kindly send the revised draft at your earliest convenience.

With best wishes,

Yours sincerely,

(M.N. Prasad)

Shri N.P. Vithal,
Chief Commissioner of Railway Safety,
Ashok Marg,
LUCKNOW - 226 001.

(81)

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

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

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

Sir,

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

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

Yours faithfully,

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

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

Copy forwarded for information to :-

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

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

(Arimardan Singh)
for Secretary, Railway Board.

DA: Nil

(82)

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

No. 88/CEDO/ORI/7. New Delhi, Dated 21-3-89.

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

Sir,

Sub:- Commissioning of 25 kV Single phase A.C.Electric Traction for the public carriage of passengers on Ratlam - Kota Section of Western Railway.

---

With reference to your Endorsement No.RS.8-T(1)/82 dated 23-1-89, I am directed to confirm the action of Commissioner of Railway Safety, Western Circle, Bombay in authorising the opening of the above section for the public carriage of passengers as per his letter No. 16-5/230/H/390 dated 28-12-1988.

yours faithfully,

( Arimardan Singh )
for Secretary Railway Board.

No. 88/CEDO/ORI/7. New Delhi, Dated 21-3-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Western Circle, Bombay with reference to his letter No.16-5/230/H/390 dated 28-12-88.

2) The General Manager, Western Railway, Bombay with the request that suitable action on Commissioner of Railway Safety's recommendations and suggestions referred to in the report prior to 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.

( Arimardan Singh )
for Secretary Railway Board.

(83)

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

No. 89/CEDO/SD/5. New Delhi, Dated 23-3-1989.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

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

---

With reference to your office letter No.E.252/VBRE/4039/ Infringements dated 25-8-88 sent through the Chief Commissioner of Railway Safety Lucknow, and letter dated 7-3-89 the Ministry of Railways sanction the infringements to one S&T Structure in Mandamari and 22 S&T Structures in Bellampalli yard on Manchiryal (Excl.) - Bellampalli (Incl.) Section on Vijayawada - Balharshah route having setting distances varying from 2210 mm to 2330 mm to item 13(ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in connection with the above mentioned work as indicated in Annexure B/1 and Drawing No.SK.No.VBRE/SK/1/S&T/41 and SK.No.VBRE/SK/1/S&T/42 accompanying your letter referred to above.

The sanction is applicable only for condonation of infringements to clearances so far as S&T Structures for running of 3660 mm (12'-0") wide stock are concerned. A separate sanction from the Competent Authority will however be necessary before introducing 3660 mm (12'-0") wide stock as per extant rules.

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

No. 89/CEDO/SD/5. New Delhi, Dated 23-3-89.

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 15-9-88.

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 29-8-1988.

( Arimardan Singh )
for Secretary Railway Board.

(84)

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

No.87/WDO/SR/14 New Delhi dated 27.3.89

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

Sub: Running of Phosphoric Acid Tank wagon on Northern Railway.

.....

With reference to your application No.519-W/489 dated 16.2.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of M/s GFCL's bogie Phosphoric Acid Tank Wagon having an axle load of 20.32t to RDSO's drg. No.WD-84064-S-01 (Alt.3) on the 52 B.G. sections as mentioned in your Joint Safety Certificate No. SLC/BG/35/87 at a maximum permissible speed shown against each section.

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

The infringement to item No. 13(b) Chapter-IV A of BG Metric Schedule of Dimensions (1973) as shown in Form-XI accompanying your application referred to above has already been condoned under Board's letter No.80/WDO/SR/21 dated 21/22-8-1980.

(ARJMARDAN SINGH)
Director Civil Engg. (G)
Railway Board.

No. 87/WDO/SR/14 New Delhi dated 27.3.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow w.r.t his endorsement No.RS-17-T(1)/82-Vol.VI(I) dt.25.5.88.

2. The Commissioner of Railway Safety, Northern Circle, Charbagh Rly. Station Building, Lucknow w.r.t. his letter No. 16/1339/Phosphoric Acid Tank Wagon dated 16.5.1988.

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

(ARJMARDAN SINGH)
for Secretary Railway Board.

(85)

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

No. 89/CEDO/SR/7. New Delhi, Dated 27-3-1989.

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

Sub:- Running of M.G. I.C.F. A.C. Coaches on Delhi - Rewari Section.

With reference to your application No.519-W/506 dated 19-5-88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of M.G. I.C.F. A.C. 2-tier Coaches to Drawing No. MG/WG & WAC 2-9-0-101 fitted with all coil bogies having softer springs to ICF Drawing No. ICF/SK-9-0-902 (Item 1, 2 & 3) and bogie bolster arrangement to ICF Drawing No.ICF/SK-0-5-124 modified to accomodate the softer springs, on the following M.G.Sections of your railway at a maximum permissible speed shown against each section.

| S.No. | Sections | Maximum permissible speed in KMPH. |
|---|---|---|
| 1. | Delhi - Delhi Sarai Rohilla | 50 |
| 2. | Delhi Sarai Rohilla - Rewari | 100 |

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, RDSO's 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 above coaches. It is also noted that to introduce existing MG 2-tier Coaches on Superfast M.G.Trains, softer suspension springs have been introduced both at primary and secondary stages to improve the riding quality at higher speeds.

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

No. 89/CEDO/SR/7. New Delhi, Dated 27-3-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow -

226 001 with reference to his Endorsement No.RS.17-T(2)/82 dated 23-2-1989.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.69/1339/ICF Coaches dated 16-2-89.

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

( Arjmardan Singh )
for Secretary Railway Board.

(87)

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

No. 88/CEDO/ORI/22. New Delhi, Dated 28 - 3 - 1989.

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

Sir,

Sub:- Opening of new Quadruple line between Avadi and Pattabiram on Madras - Arakkonam Broad Gauge Section, South West Main Line of Southern Railway, including Electrification.

---

With reference to your Endorsement No.RS.10-T(5)/87 dated 04-1-1988 I am directed to confirm the action of Commissioner of Railway Safety, Southern Circle, Bangalore in authorising the opening of the above section for the public carriage of passengers as per his letter No.1670 dated 02-11-87.

youre faithfully,

( Arimardan Singh )
for Secretary Railway Board.

No. 88/CEDO/ORI/22. New Delhi, Dated 28 -3-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.1670 dated 02-11-87.

2) The General Manager (Works), Southern Railway, Egmore, Madras -600 008 with the request that the suitable action on CRS's recommendations and suggestions referred to in the report prior to the opening of the above line may please be taken and CRS informed accordingly under advice to the Railway Board in an interleaved copy. It is further requested that the date of opening of the above section may please be intimated as and when the same is commissioned to passenger traffic.

( Arimardan Singh )
For Secretary Railway Board.

(88)

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

No.87/CEDO/SR/22 New Delhi dated 4.4.1989.

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

Sub: Running of Mobile Flash Butt Welding Machine K-355 APT on Northern Railway.

.....

With reference to your application No. 519-W/497 dated 13.5.88 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Mobile flash butt welding machine K-355 APT manufactured by Plasser India Ltd. with a maximum axle load of 11.5t (RDSO schemetic diagram No. EDO/T-2129) on the 48 B.G. sections as mentioned in your Railway's Joint Safety Certificate No. SLC/BG/19/88 at a maximum speed shown against each 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. The sanction is furthur subject to observance of the conditions/stipulations made in your Joint Safety Certificate No. SLC/BG/19/88, RDSO's speed certificate No. CT/TMM/SCC dated 24.8.1987 and all other certificates accompanying your application referred to above. It will be necessary that on the first run on each of the section, the PWI and TXR of the concerned section accompany to satisfy and certify its movement at specified speeds.

The Railway Ministry also sanction the infringement to item No. 2(ii), 16, 18(i) of chapter IV-A of the B.G. Metric Schedule of Dimensions(1973) involved in the running of above mobile flash butt welding machine as detailed in Form-XI accompanying your application referred to above.

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

No.87/CEDO/SR/22 New Delhi dated 4.4.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow with reference to his endorsement No.RS.17-T(I)/82 Vol.VI dated 6.6.1988.

2. The Commissioner of Railway Safety, Northern Circle, with reference to his letter No. 19/1339/MFBW dt. 31.5.1988.

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

3/4/89
(Ashok Kumar)
for Secretary Railway Br.

(89)

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

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

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

Sub:- Provision of cover over transhipment platform at New Guwahati Yard of Northeast Frontier Railway - Condonation of infringement to Schedule of Dimensions.

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With reference to your letter No.W/344/NGC/Pt.II/W.I dated 31st January,1989 sent through the Chief Commissioner of Railway Safety, Lucknow, the Ministry of Railways sanction the infringements to item 8-A(i) and 8-A(ii) Chapter-II of BG as well as MG Metric Schedule of Dimensions caused by stanchions of the proposed shed on 1.95 m wide and 400 m long transhipment platform at Guwahati involved in the above mentioned work as shown in Annexure-I on the reverse. Annexure-I is based on Annexure-'A' and Drawing No.B/2/89 accompanying your letter referred to above.

It is however noted that both the transhipment lines - One B.G. and the other M.G. on either side of the platform are dead ended and the movement of rolling stock will be at dead slow shunting speed.

4.4.89
( ASHOK KUMAR )
Exe.Director Civil Engineering (G),
Railway Board.

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

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(3)/84 dated 23-2-1989.

2) The Commissioner of Railway Safety, Northeastern Circle, Gorakhpur with reference to his letter No.1298/304/Pt.I dated 9-2-1989.

4.4.89
( ASHOK KUMAR )
For Secretary Railway Board.

ANNEXURE - I

| S.No. | Location | Structure which infringes. | Chapter & item | Minimum Dimensions from centre line of track. | Existing Actual Dimensions from centre line of track. | Amount of infringement |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | New Guwahati | Stanchion of the shed on transhipment platform. | (BG) Chapter-II item 8-A(i) | (i) 3960 mm increasing uniformly to 4110 | 2651 mm | 1309 mm |
| | | | | (ii) 4110 mm | 2651 mm | 1459 mm |
| | | | (MG) Chapter-II item 8-A(i) | (i) 3020 mm increasingly uniformly to 3180 mm | 2320 mm | 700 mm |
| | | | | (ii) 3180 mm | 2320 mm | 860 mm |

(91)

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

No. 89/CEDO/BR/1. New Delhi, Dated -4-1989.

The General Managers,
All Indian Railways.

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

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31st March,89 on your Railway for the Draft Para in the Administrative Report of Indian Railways. The information pertaining to Major and Minor Bridges should be inclusive of ROBs and RUBs.

The required information may please be sent to this office latest by 30th June,1989. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March,89 vis-a-vis as on 31st March,88 the same may suitably explained in the foot notes.

The Receipt of this letter may please be acknowledged.

( A.K.MEHROTRA )
Excutive Director Civil Engineering (B&S),
Railway Board.

P.T.O.

## 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.

## STATEMENT 'B'

### No. OF BRIDGES WITH WATERWAYS

### RAILWAY

| Position as on | 100 ft. & above. | 60 ft. & above to less than 100 ft. | 20 ft. & above to less than 60 ft. | Less than 20 ft. | Total |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 31-3-88 | | | | | |
| 31-3-89 | | | | | |

Increase/Decrease over previous year figure.

Reasons for Increase/Decrease.

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

2) Statement 'A' represents the total number of Bridges, with waterways as also ROBs and RUBs.

3) Statement 'B' represents Bridges with waterways only.

(93)

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

No. 88/CEDO/SR/6. New Delhi, Dated 5-4-1989.

The General Manager,
Central Railway,
Victoria Terminus,
Bombay.

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

---

Please refer to condition No.2 at page 2 of this office letter of even number dated 10-11-88. The Joint Safety Certificate No.648 BG dated 7-8-1987 mentioned in this condition is a typographical error which may please be corrected to read as W.35/87 BG.

The Receipt of this letter may please be acknowledged.

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

No. 88/CEDO/SR/6. New Delhi, Dated 5-4-1989.

Copy forwarded for information to:-

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

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

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

4) The General Manager (Optg.), Central Railway, Bombay with reference to his letter No.T/607/M/LPG Tank Wagon/file-13 dated 14-2-1989.

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

(94)

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

No. 88/CEDO/ORI/8. New Delhi, Dated 5-4-1989.

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

Sir,

Sub:- Commissioning of 25 kV Single Phase AC Electric Traction for the public carriage of passengers on Korba - Gevra Road Section in Bilaspur Division of South Eastern Railway- Inspection Report prior to opening for passenger traffic by Shri.P.L.Rai Chowdhury, C.R.S., South Eastern Circle, Calcutta.

---

With reference to your Endorsement No.RS.8-T(2)/88 dated 16-3-1989, 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

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No.88/CEDO/ORI/8. New Delhi, Dated 5-4-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.702 dated 23.2.89.

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

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

( Ashok Kumar )
for Secretary Railway Board.

(95)

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

No. 89/CEDO/BR/1. New Delhi, Dated 13-4-1989.

The General Managers,
All Indian Railways.

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

The Board desire to be furnished with a statement of Major and Minor Bridges (Proforma on the reverse) as on 31st March, 1989 on your Railway for the Draft Para in the Administrative Report of Indian Railways. The information pertaining to Major and Minor Bridges should be inclusive of ROBs and RUBs.

The required information may please be sent to this office latest by 30th June, 1989. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March, 89 vis-a-vis as on 31st March, 88 the same may suitably explained in the foot notes.

The Receipt of this letter may please be acknowledged.

12/4

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

## 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. | | | |

## STATEMENT 'B'
## NUMBER OF BRIDGES WITH WATERWAYS
## RAILWAY

| Position as on | 100 ft. & Above | 60 ft. & above to less than 100 ft. | 20 ft. & above to less than 60 ft. | Less than 20 ft. | To-tal |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 31 - 3 - 1988 | | | | | |
| 31 - 3 - 1989 | | | | | |
| Increase/Decrease over previous year figure. | | | | | |

Reasons for Increase/Decrease.

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

2) Statement 'A' represents the total number of Bridges, with waterways as also ROBs and RUBs.

3) Statement 'B' represents Bridges with Waterways only.

Issue Regd 18/4/89

(97)

No. 89/CEDO/SR/9. 13-4-89.

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

Sub:- Condonation of Infringement of the pentograph of WAG/2 locomotive in locked down condition while moving ( as dead loco) over non-electrified B.G. Sections on Central Railway.
Ref:- Your application No.W.681/L.68/BR/IV dated 22-2-1989.

---

Please arrange to send the Drawing showing the infringements of WAG-2 locomotive with pantograph in locked down condition to maximum moving dimensions of 1929 as described in Form-XI accompanying your letter referred to above.

This drawing is required immediately to enable this office to consider the issue of sanction for condonation of infringements as applied for in your above quoted application.

( Ashok Kumar ) 13/4/89
Excutive Director Civil Engg(G),
Railway Board.

(98)

No. 88/CEDO/BR/1. 17 - 4 - 89

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

Sub:- Major & Minor Bridges on Indian Railways.

Ref:- Your Office letter No. W/29/0/Pt. XVI/W.1 dated 4-4-89.

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The Receipt of your above quoted letter is hereby acknowledged.

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

(99)/(1)

Ashok Kumar,
Executive Director
Civil Engineering(G).

D.O. No.88/CE(G)/BR/27. New Delhi, dated 19-4-1989.

My dear Vaish,

Sub: Introduction of wider and heavier wagons on dedicated routes for closed circuit operations.

-.-.-.-.-.-.-.-

Kindly refer to your letter No.G/WAGON/BOBR dated 29-12-88 with regard to running of 3500 mm wide wagons with 22.5 tonne axle load having trailing load density of 8.25 t/m. Therein it has been indicated that on K.K. line the cost of bridge strengthening and rail renewals would entail an expenditure of Rs. 23 crores and will take about 5-6 years for completion of this strengthening work. I understand that on K.K. line 'BOY' wagons having an axle load of 22.9 tonne are already running and therefore it is not clear as to why it would be necessary to undertake strengthening of bridges and rail renewals for introduction of 3500 mm wide wagons with 22.5 tonne axle load. This point may be clarified.

With best wishes,

Yours sincerely,

Sd/-

(Ashok Kumar)

Shri V.K. Vaish,
Chief Bridge Engineer,
South Eastern Railway,
Calcutta.

(100)

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

No. 88/CEDO/SR/6. New Delhi, Dated 26-4-1989.

The General Manager,
Central Railway,
Victoria Terminus,
Bombay.

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

---

Please refer to condition No.2 at page 2 of this office letter of even number dated 10-11-88. The Joint Safety Certificate No.648 BG dated 7-8-1987 mentioned in this condition is a typographical error which may please be corrected to read as W.35/87 BG.

The Receipt of this letter may please be acknowledged.

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

No. 88/CEDO/SR/6. New Delhi, Dated 26-4-1989.

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(1)/82 Vol.V(c) dated 21-1-88 and No.RS.17-T(1)/82 Vol.VI dated 26-2-88.

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

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

4) The General Manager (Optg.), Central Railway, Bombay with reference to his letter No.T/607/M/LPG Tank Wagon/file-13 dated 14-2-1989.

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

(101)

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

सं0 ....../सी ई डी ओ/स्ट्रक्चर/6

रेल भवन, नई दिल्ली-110001, दिनांक 26-4-1989
Rail Bhavan, New Delhi-110001, dated

महाप्रबन्धक
.....रेलवे,
सिविल इंजीनियरिंग,
.....।

विषय:- .....रेलवे पर विभिन्न एच एम टी लैंन्थों पर लोगो सहित वेदरोलिंग वैदर टाइप "सी डी बी सी एस" को लागू करने के लिए सम्पर्क।

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कृपया इस कार्यालय के 10-11-88 के समरेखित पत्र के पृष्ठ 2 की मद सं0 2 का अवलोकन करें। इस मद में उल्लिखित 7-8-87 की संयुक्त संरेखा प्रमाणपत्र सं0 648 सी॰ ई॰ एस टाइप की गलती है जिसे कृपया शुद्ध करके पत्रांक 35/87 को ली करें।

कृपया इस पर की कार्यवाही दें।

(G. Shivaram)
डी0 एस0 शिवराम
कृते का0 नि0 सिविल इंजीनियर
रेलवे बोर्ड।

सं0 ....../सी ई डी ओ/स्ट्रक्चर/6 नई दिल्ली, दि0 26-4-89

प्रतिलिपि सूचनार्थ एवं आवश्यक, रेल संरेखा, .....मार्ग, .....-226001 को उनके 21-1-88 के पत्र सं0 आर एस 17-टी(1)/82 पार्ट्स बोर्डरों तथा 26-2-88 के पत्र सं0 17-टी(1)/82 पार्ट्स/1 के संदर्भ में तथा अन्य को प्रेषित।

(G. Shivaram)
डी0 एस0 शिवराम
कृते का0 नि0 सिविल इंजीनियर
रेलवे बोर्ड

(102)

Ashok Kumar,
Executive Director
Civil Engineering(G).

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

DO No.82/WDO/SR/15

New Delhi, the 26-4-89.

My dear Singh,

Sub: Rolling Stock with small dia-meter wheel.

.....

In an Aide-Memoire prepared by the World Bank Mission and submitted to the Board in January-February/89, the following view of World Bank Mission has been recorded:-

> "Wheel diameters need to be reduced to 37 inches for general freight including bulk traffic, and possibly smaller for special stock such as container flats, now that higher track standards have been established and principal routes are being laid with heavier, higher tensile strength rail."

The advantage of reduction of wheel diameter has been indicated as reduction in tare weight of the rolling stock. The subject of reduction of wheel diameters was also discussed by a Committee in 1982 which had made certain recommendations. One of the recommendations was that a limited number of 20.3 t axle load wagons such as BOXN with reduced diameter of 920/840 mm may be produced and run in close circuit on one or two selected routes with a view to assessing the effect on wear life of wheels and performance of rails over a period of 20 years - trials over a period of 5 years were suggested.

It appears that these trials did not take place as they were found impractical. Reduction of wheel diameter has again been proposed in the context of running of ISO Containers (2895 high and 2438 mm wide) on BFKI flats. Kindly advise the implications of permitting use of lesser diameter wheel of 840 mm in new conditions and 780 mm in worn conditions with axle loads restricted to 20.32 t on 72 UTS rails. If the contact stress is more than the permissible limit of 72 UTS rails, then please also advise the maximum axle loads which can be permitted.

With best wishes,

Yours sincerely,

(Ashok Kumar)

Shri K.P. Singh,
Director Standards/Track,
R.D.S.O.,
Lucknow.

(103)

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

सं0 88/सी ई डी ओ/ टे आर आई/8

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 26-4-89

सेवा में आयुक्त रेल संरक्षा,
अशोक मार्ग,
लखनऊ- 226001

महोदय,

विषय:- दीपय पूर्व रेलवे के सिवानपुर मंडल में जोरेया-गोवरा रोड़ खंड पर गाड़ियों को ले जाने के लिए 25 के.वी. सक्षम अपरेटस से की विद्युत लाईन चालू करना- श्री पी.बी.राय चौधरी, सी आर एस, दीपय पूर्व सर्कल, कलकत्ता द्वारा यात्री यातायात के लिए चालू करने से पहले निरीक्षण रपट ।

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आपके 16-3-89 के पृष्ठांकन सं0 आर एस8-टी(2)/88 के संदर्भ में, मुझे आयुक्त, रेल संरक्षा, दीपय पूर्व सर्कल, कलकत्ता के उपर्युक्त खंड को यात्री गाड़ियों के लिए चालू करने के लिए प्राधिकृत करने की कार्यवाही की दृष्टि करने का निदेश हुआ है ।

भवदीय

(अशोक कुमार)
उपो सचिव, रेलवे बोर्ड
नयी दिल्ली, दि0 26-4-89

सं0 88/सी ई डी ओ/ टे आर आई/8

प्रतिलिपि सूचनार्थ प्रेषित:-

1. आयुक्त, रेल संरक्षा, दीपय पूर्व सर्कल, कलकत्ता को उनके 23-2-89 के पत्र सं0 702 के संदर्भ में तथा अन्य को प्रेषित ।

(104)

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

No. 88/CEDO/ORI/8. New Delhi, Dated 26-4-1989.

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

Sir,

Sub:- Commissioning of 25 kV Single Phase AC Electric Traction for the public carriage of passengers on Korba - Gevra Road Section in Bilaspur Division of South Eastern Railway- Inspection Report prior to opening for passenger traffic by Shri.P.L.Rai Chowdhury, C.R.S., South Eastern Circle, Calcutta.

---

With reference to your Endorsement No.RS.8-T(2)/88 dated 16-3-1989, 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.

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No.88/CEDO/ORI/8. New Delhi, Dated 26-4-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.702 dated 23.2.89.

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

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

( Ashok Kumar )
for Secretary Railway Board.

(105)

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

सं0 88/सी ई डी ओ/को आर आई/8

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 26-4-89

मुख्य आइक्त रेल संरक्षा,
अशोक मार्ग,
लखनऊ- 226001

महोदय,

विषय:- दीपक पूर्व रेलवे के बिलासपुर मंडल में जोरडा-चेंदरा रोड खंड पर यात्रियों को ले जाने के लिए 25 के०वी० एक्स रूप ए सी विद्युत कर्षण शुरू करना— डी पी०एस०राय चौधरी, डी आर एम, दीपक पूर्व रेलवे, कलकत्ता द्वारा यात्री यातायात के लिए चालू करने से पहले निरीक्षण रपट ।

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आपके 16-3-89 के पृष्ठांकन सं0 आर एस8-टी(2)/88 के संदर्भ में, मुझे आइक्त, रेल संरक्षा, दीपक पूर्व रेलवे, कलकत्ता के उपर्युक्त खंड को यात्री गाड़ियों के लिए शुरू करने के लिए प्राधिकृत करने की कार्यवाही की सूचित करने का निदेश हुआ है ।

भवदीय

अशोक कुमार

(अशोक कुमार)
डी० सचिव, रेलवे बोर्ड

सं0 88/सी ई डी ओ/को आर आई/8 नयी दिल्ली, दि0 26-4-89

प्रतिलिपि सूचनार्थ प्रेषित:-

1. आइक्त, रेल संरक्षा, दीपक पूर्व रेलवे, कलकत्ता को उनके 23-2-89 के पत्र सं0 702 के संदर्भ में तथा अन्य को प्रेषित ।

(106)

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

No. 88/CEDO/ORI/8. New Delhi, Dated 26-4-1989.

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

Sir,

Sub:- Commissioning of 25 kV Single Phase AC Electric Traction for the public carriage of passengers on Korba - Gevra Road Section in Bilaspur Division of South Eastern Railway- Inspection Report prior to opening for passenger traffic by Shri.P.L.Rai Chowdhury, C.R.S., South Eastern Circle, Calcutta.

---

With reference to your Endorsement No.RS.8-T(2)/88 dated 16-3-1989, 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.

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No.88/CEDO/ORI/8. New Delhi, Dated 26-4-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Eastern Circle, Calcutta with reference to his letter No.702 dated 23.2.89.

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

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

( Ashok Kumar )
for Secretary Railway Board.

(107)

सं0 88/सी ई डी ओ/ओ आर आई/8

मुख्य मुख्यालय रेल संस्था,
अशोक मार्ग,
लखनऊ- 226001

महोदय,

विषय:- दक्षिण पूर्व रेलवे के बिलासपुर मंडल में कोरबा-गेवरा रोड़ खंड पर यात्रियों को ले जाने के लिए 25 के.वी. एक परप र सी विद्युत कर्षण शुरू करना- श्री पी.एस.राय चौधरी, सी आर एस, दक्षिण पूर्व सर्कल, कलकत्ता द्वारा यात्री यातायात के लिए चालू करने से पहले निरीक्षण रपट ।

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आपके 16-3-89 के पृष्ठांकन सं0 आर एस0-टी।2।/88 के संदर्भ में, मुझे आयुक्त, रेल संस्था, दक्षिण पूर्व सर्कल, कलकत्ता के उपर्युक्त खंड को यात्री गाड़ियों के लिए शुरू करने के लिए प्राधिकृत करने की कार्यवाही की त्वरित करने का निदेश हुआ है ।

भवदीय

(अशोक कुमार)
डी0 सचिव, रेलवे बोर्ड
नयी दिल्ली, दि0 -4-89

सं0 88/सी ई डी ओ/ओ आर आई/8

प्रतिलिपि सूचनार्थ प्रेषित:-

1. आयुक्त, रेल संस्था, दक्षिण पूर्व सर्कल, कलकत्ता को उनके 23-2-89 के पत्र सं0 702 के संदर्भ में तथा अन्य को प्रेषित ।

(108)

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

No. No. 89/CEDO/SD/7. New Delhi, Dated 27-4-89.

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

Sub:- Administrative sanction for deviation from Schedule of Dimensions - BG 1973 regarding height of New ROBs to be constructed at Wardha.

---

With reference to your application No.CPM/N/RE/W/17/5/II dated 26-10-88 sent through the Chief Commissioner of Railway Safety, Lucknow and D.O.No.CPM/N/RE/93/5/IV dated 10-2-89, the sanction of Ministry of Railways is hereby communicated to the adoption of 6000 mm clear head room as against 6250 mm prescribed as per item 10(b) Note (c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in the construction of a New ROB at Wardha as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

It is however noted that PWD Authorities wanted a approach gradient of 1 in 30 for the facility of Rickshaws, Cycles etc. due to the location of ROB in the heart of the town but the Railway have been able to provide a gradient of 1 in 27 only and a head room of 6000 mm after raising the existing road on the approaches nearly by 1.4 M. It is also noted that PWD Authorities have informally agreed when it was explained to them that the Railways have already reduced the head room to 6000 mm against their requirement of 6250 mm, and that a provision has been made in the design to raise the ROB further if necessary in future.

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 27-4-1989.

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 18.11.88

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.704 dated 7th November,1988.

( Ashok Kumar )
for Secretary Railway Board.

ANNEXURE - I

| S.No | Location | Name of Structure which infringes. | Chapter & item | Prescribed Dimensions | Existing Actual Dimensions. | Amount of infringement |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Nagpur Division Nagpur-Wardha section at Wardha station at Km:758/2. | Road over Bridge clear head room. | Chapter-I item No. 10(b) Note (c) of B.G. Metric Schedule of Dimensions (1973) | 6250 mm | 6000mm | 250mm |

(110)

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

No. No. 89/CEDO/SD/7. New Delhi, Dated 27-4-89.

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

Sub:- Administrative sanction for deviation from Schedule of Dimensions - BG 1973 regarding height of New ROBs to be constructed at Wardha.

---

With reference to your application No.CPM/N/EN/W/17/5/II dated 26-10-88 sent through the Chief Commissioner of Railway Safety, Lucknow and D.O.No.CPM/N/EN/83/5/IV dated 10-2-89, the sanction of Ministry of Railways is hereby communicated to the adoption of 6000 mm clear head room as against 6250 mm prescribed as per item 10(b) Note (c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) involved in the construction of a New ROB at Wardha as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

It is however noted that PWD Authorities wanted a approach gradient of 1 in 30 for the facility of Rickshaws, Cycles etc. due to the location of ROB in the heart of the town but the Railway have been able to provide a gradient of 1 in 27 only and a head room of 6000 mm after raising the existing road on the approaches nearly by 1.4 M. It is also noted that PWD Authorities have informally agreed when it was explained to them that the Railways have already reduced the head room to 6000 mm against their requirement of 6250 mm, and that a provision has been made in the design to raise the ROB further if necessary in future.

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 27-4-1989.

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 18.11.88

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Building Annexe, Maharshi Karve Road, Bombay - 400 020 with reference to his letter No.704 dated 7th November, 1988.

( Ashok Kumar )
for Secretary Railway Board.

ANNEXURE - I

| S.No | Location | Name of Structure which infringes. | Chapter & item | Prescribed Dimensions | Existing Actual Dimensions. | Amount of infringement |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Nagpur Division Nagpur-Wardha section at Wardha station at Km:758/2. | Road over Bridge clear head room. | Chapter-I item No. 10(b) Note (c) of B.G. Metric Schedule of Dimensions (1973) | 6250 mm | 6000mm | 250mm |

(112)

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

No. 88/CEDO/SR/4 New Delhi dated 27.4.89.

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

Sub: Running of B.G. open bogie coal hopper wagon on Mughalsarai-Vindhyachal section of Northern Railway.

.....

With reference to your application No. 519W/469 dated 18.5.87 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the infringements to item No.13(b), 18(1), 26(b) and 32(b) of Chapter-IVA of the B.G. Metric Schedule of Dimensions (1973) involved in the running of B.G. open bogie coal hopper wagon to RDSO drg. No. WD 81085-S-01 (alt.1) in empty condition as detailed in Form-XI accompanying your application referred to above.

The sanction for the single movement of the wagon in empty condition from Mughalsarai to Vindayachal section will however be issued by the HOD's of your Railway interms of para 2.6.1 of policy circular No.6 issued under Board's letter No.73/WDO/SR/9/0 dated 8.7.1980.

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

No. 88/CEDO/SR/4 New Delhi dated 27.4.89.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No. RS/17-T(1)/82-Vol. VI dated 6.6.1988.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow, with reference to his letter No. 81/1339/Hopper wagon dated 17.12.1987.

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

( Ashok Kumar )
for Secretary Railway Board.

(113)

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

No. 89/CEDO/SR/6. New Delhi, Dated 27-4-89.

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

Sub:- Regular running of 12 axle Trisul/Shivalic special B.G.Wagon over South Central Railway owned by BHEL.

---

With reference to your application No.W.469/BHEL/87 dated 9-1-89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the regular running of 12 axle Trisul/Shivalik special B.G.Wagon owned by M/s.BHEL Hardwar in empty condition as per RDSO's Drawing No.WD-81087-S-02 (Alt.1) and in loaded condition as per RDSO's Drawing No.WD-86090-S-01 (Alt.Nil.) for transport of 210 MW Turbo Generator Stator on the following B.G.Sections of your Railway at a maximum speed of 40 Kmph in empty condition and 20 Kmph in loaded condition.

| S.No. | Sections | Whether Single or Double line Section. |
|---|---|---|
| 1. | Balharshah - Kazipet | Double Line |
| 2. | Kazipet - Vijayawada | Double Line |
| 3. | Vijayawada - Gudur | Double Line |
| 4. | Gudur - Renigunta | Single Line |
| 5. | Kottapalam - Vijayawada | Double Line |
| 6. | Secunderabad - Wadi | Single Line |
| 7. | Wadi - Guntakal | Single Line |
| 8. | Guntakal - Renigunta | Single Line |
| 9. | Kazipet - Secunderabad | Double Line. |

The sanction is subject to the observance of all permanent speed restrictions notified in the 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 other restrictions/ stipulations laid down in Joint Safety Certificate No.W/132/BG excepting Clause-2 of Annexure-1 enclosed with the Joint Safety Certificate which is applicable only in case of 'C' Class ODC, and all other Certificates accompanying your application referred to above. It will however, be necessary to obtain separate sanction of the Competent Authority on your Railway for the movement of the wagon as an ODC under extant ODC Stipulations. It should also be ensured by the Railway that a provision of Walkie/Talkie between Driver/Guard and Staff travelling on the above special wagon is invariably provided so that it may be possible for the latter to communicate with the Driver on the run consequent upon noticing any displacement on the load or development of any unsafe features.

The sanction for infringement to item No.17, 20(b) and 21(b) of Chapter-IV(A) of the B.G.Metric Schedule of Dimensions (1973) involved in the running of above 12 axle special wagon has however already been issued under Board's letter No.82/WDO/SR/29 dated 17-9-1982.

(114)

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

No.89/CEDO/SR/6. New Delhi, Dated 27-4-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.17-T(1)/82-Vol.VII dated 16-2-89.

2) The Commissioner of Railway Safety, South Central Circle, IIIrd Floor, Rail Nirman Bhawan, Secunderabad - 500 371 with reference to his letter No.6/SC/19 dated 11-1-1989.

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

( Ashok Kumar ) 28/4/89
for Secretary Railway Board.

(115)

Issue Rgt 1/5

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

No. 88/CNDO/ORI/22. New Delhi, Dated 1-5-1989.

The Chief Administrative officer/C,
Southern Railway,
Head Quarters Office,
Works Construction Branch,
Egmore,
Madras - 600 008.

Sub:- Opening of new Quadruple line between Avadi and Pattabiram on Madras - Arakkonam Broad Gauge section, South West Main Line of Southern Railway including Electrification.

Ref:- Your office letter No.W 347/III/60/CN dated 17.4.89.

---

Please refer to your office letter quoted above. As a copy of your above quoted letter stated to have been endorsed to Executive Director, Civil Engineering, Railway Board has not so far been received in this office, it is requested that a copy of the same may please be sent alongwith the enclosures at an early date.

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

1/5

(116)

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

No. 88/CEDO/SD/1. New Delhi, Dated 8-5-1989

The Chief Project Manager/Engg.,
Railway Electrification,
South Central Railway,
Vijayawada.

Sub:- Krishna Canal - Guntur - Tenali Railway Electrification - Introduction of Electric Traction - Clearances to fixed structures - Condonation - Reg.

With reference to your letter No.E.252/KGTRE/4039/Infringements dated 2.3.88 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 30.11.88 and 8.3.89 the sanction of Ministry of Railways is hereby communicated to the infringements caused by the stanchion of foot over Bridge at Guntur station on Krishna Canal - Guntur - Tenali Railway Electrification as per item 13 (ii)(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) as shown on the reverse involved in the above mentioned work. The position shown on the attached Annexure is based on Annexure 'A' accompanying your application referred to above.

In permitting the above condonation, a note has been taken of the following clarifications mentioned in your application and other letters dated 30.11.88 & 8.3.89;-

(i) 3660 mm (12'-0") wide stock is not expected to run in the near future.

(ii) All trains run at a very low speed at Guntur being a terminal station.

(iii) Passenger trains are not received on Road No.2 and this line is used for engine movement and stabling of empty rakes.

(iv) Existing FOB at Guntur will be replaced by a Sub-way connecting the new station building with platform No.2, the work of which is already in progress.

The Receipt of this letter may please be acknowledged.

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

No. 88/CEDO/SD/1. New Delhi, Dated 8-5-1989.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, N.E.Railway Office Compound, Ashok Marg, Lucknow -260001 with reference to his Endorsement No. RS.18-291)/84 dated 16th March,1988.

(117)

2) The Commissioner of Railway Safety, South Central Circle, Rail Nirman Bhawan, 3rd Floor, Secunderabad - 500 371 with reference to his letter No.10/SC/3 dated 07-3-1988.

( Ashok Kumar )
for Secretary Railway Board.

ANNEXURE

| S.No. | Location | Name of the structure which infringes. | Chapter & item | Prescribed Dimensions. | Existing actual Dimensions | Amount of infringement. |
|---|---|---|---|---|---|---|
| [redacted] | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Guntur: | | | | | |
| | Foot over Bridge | Stanchion | Chapter-I item 13(ii)C | 2360 mm | 2215 mm (Road 1) | 145 mm |
| | | -do- | -do- | 2360 mm | 2160 mm (Road 2) | 200 mm |

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

(118)

No. 88/CEDO/SD/1 New Delhi, Dated 8-5-1989.

The Chief Project Manager,
Railway Electrification,
Bhopal - 462010.

Sub:- Approval of infringements in connection with introduction of Electric Traction on Bhopal (excl) to Itarsi (excl) from Km:836.42 to Km:745.73 section of Central Railway.

---

With reference to your letter No.CPM/RE/BPL/T-25A/316 dated 3.2.89 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of the following infringements in connection with the above mentioned work.

Civil Engineering - Annexure 'A'

| | |
|---|---|
| 1) 5 Water Columns | item 13(ii) Chapter-I |
| 2) Bottom of end Portals of Narbada and Gadariya Bridge | item 10(iii)(b) Chapter-I |

OHE - Annexure 'B'

| | |
|---|---|
| 2 OHE Structures | item 13(ii)(d) Chapter-I |

S&T Structures - Annexure 'C'

| | |
|---|---|
| 20 Signal Ladder Structures | item 13(ii)(c) Chapter-I |

It is noted that the Water Columns will be removed consequent on electrification and the Blanking arrangements will be provided for Signal Ladder which are located at a distance less than 2360 mm.

The Receipt of this letter may please be acknowledged.

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

No. 88/CEDO/SD/1. New Delhi, Dated 8-5-89.

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-Vol.II dated 01.3.89.

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.80 dated 10th February, 1989.

( Ashok Kumar )
for Secretary Railway Board.

(119)

Ashok Kumar,
Exec.Dir.C.E.(G)

D.O.No. 89/CEDO/Misc. New Delhi,dt: 9.5.1989.

My dear Singh,

Subject: Centre to Centre track distance.

Board(CRB) has desired that decision for the following items should be finalised as early as possible:-

(i) Centre to Centre track distance in marshalling yards:

For attention to the rolling stock in the marshalling yards, mechanical equipment is now being increasingly used. For the movement of this equipment, adequate width of pathways are required between the tracks. This would require increased centre to centre distance between tracks in such yeards.

(ii) Wind effect:

On some of the foreign railways, where high speed trains are running, the centre to centre distance of the track has been increased to cater for the wind effects. It has to be decided as to whether on the Indian Railways any increase in centre to centre distance of the track is required to take this step into account.

Kindly have the matter examined and furnish me the technical appreciation of centre to centre track distances to be adopted.

With best wishes,

Yours sincerely,

9/5/89

(ASHOK KUMAR)

Shri K.P.Singh,
Director Standard(Track),
R.D.S.O./LUCKNOW

CEDO

To have it immed. Reminder to come after the 15 days

9/5/89 2DA'41

~~120~~
(120)

No. 88/CEDO/BR/1. 10 - 5 - 1989.

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

Sub:- Major and Minor Bridges on
Indian Railways.

---

Please refer to this office letter of even number dated 28-12-88 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 7-4-89 and expedite the reply.

The receipt of this letter may please be acknowledged.

( B.N.Nachiwal )
for Executive Director Civil Engg(B&B)
Railway Board.

Encl:-One.

10/5

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

No. 89/CEDO/SD/13 New Delhi, Dated 15-5-1989.

The General Manager,
South Central Railway,
Works Branch,
Secunderabad.

Sub:- Wadi-Raichur section - Narayanpet Road Station - Proposed extension of existing passenger platform to hold 18 bogies.

---

With reference to your office letter No.W.469/Genl/INF/Vol.II dated 13-3-1989 sent through the Chief Commissioner of Railway Safety Lucknow, Ministry of Railways sanction the infringement to item 7(ii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) to High Masonry Water tank as a Permanent Measure involved in the extension of existing 243.3 metre long x 8.14 m wide x 0.76 m high passenger platform by 160 metres at Narayanpet Road Station towards Wadi end to hold 18 bogies as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI accompanying your letter referred to above.

Send the yard Plan.

It is however noted that extension of platform towards Raichur end is not feasiable due to the existence of Cross overs.

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

No. 89/CEDO/SD/13. New Delhi, Dated 15-5-89.

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 13-4-1989.

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 15-3-1989.

( Ashok Kumar )
for Secretary Railway Board.

ANNEXURE

| S.No. | Location | Name of the structure which infringes. | Chapter and item | Prescribed Dimensions | Existing Dimensions | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1. | Narayanpet Road station of Wadi-Raichur section. at Km:666/8-9. | High Level water tank (masonry) | Chapter-II and item 7(ii) | 5.33 M | 4.44 M | 0.89 M. |

(123)

A.K.Mehrotra
Exec.Dir.Civil Engg(Bd).

D.O.No. 88/CEDO/CRS/ER/9. New Delhi, Dated/6-5-89

Dear Shri. Anand/Ajgaonkar/Raghavan,

Subt- CRS/S.C.Circle's inspection of Rajahmundry-Duvvada and Rajahmundry-Narasapur section of Vijayawada Division of South Central Railway on 19-1-89 and 20-1-1989 - Quinquennial traffic census at Level Crossings.

---

Kindly refer to this office letter of even No.27-4-88 vide which all the Zonal Railways were advised to confirm if traffic census on all level crossings is being done regularly and that there are no arrears. Zonal Railways were also advised to make arrangements to clear arrears, if any, and report compliance.

There has been no feed back from your railway despite many reminders, I would therefore request you to kindly look into the matter for the needful.

With kind regards,

Yours sincerely,

( A.K.Mehrotra )

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

2) Shri.R.B.Ajgaonkar,
Chief Engineer,
Northeast Frontier Railway,
Maligaon, Guwahati-11.

3) Shri.N.S.Raghavan,
Chief Engineer,
Southern Railway,
Park Town,
Madras - 600 003.

(124)

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

No.87/CEDO/SR/20 New Delhi dated, 16.5.1989

The General Manager (Works),
Southern Railway,
Madras-3.

Sub: Running of B.G. bogie covered wagon type BCN to RDSO's drawing No. WD-84014-S-1 (Alt.5) on various B.G. sections.

.....

With reference to your application No.W.439/4/21 dated 2/3.3.89 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) 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. | Madras Central - Jolarpettai | 75 |
| 2. | Basin Bridge - Gudur | 75 |
| 3. | Arakkonam - Renigunta (including melpakkam bye pass) | 75 |
| 4. | Veysarpadi - Washermanpet | 65 |
| 5. | Washermanpet - Royapuram | 65 |
| 6. | Royapuram - Madras Beach | 25 |
| 7. | Basin Bridge - Washermanpet | 65 |
| 8. | Washermanpet - Korukkupet | 55 |
| 9. | Veysarpadi - Korukkupet | 55 |
| 10. | Walajah Road - Ranipettai | 15 |
| 11. | Jolarpettai - Bangalore City | 75 |
| 12. | Baiyappanahalli- Dharmavaram | 65 |
| 13. | Bangarapet - Marikuppam | 35 |
| 14. | Jolarpettai - Shoranur | 75 |
| 15. | Shoranur - Mangalore | 75 |
| 16. | Erode - Tiruchchirappalli fort | 75 |
| 17. | Irugur - Coimbatore North | 75 |
| 18. | Podanur - Mettupalaiyam | 75 |
| 19. | Palghat - Palghat Town | 65 |
| 20. | Salem - Salem Market | 30 |
| 21. | Salem - Metur Dam | 30 |
| 22. | Shoranur - Nilambur Road | 40 |
| 23. | Shoranur - Cochin Harbour Terminus (including short link) | 75 |
| 24. | Ernakulam - Trivandrum Central | 70 |
| 25. | Trivandrum Central- Nagercoil | 60 |
| 26. | Nagarcoil - Kanniyakumari | 50 |
| 27. | Nagercoil - Tiruneveli | 40 |
| 28. | Tiruchchirappali Fort-Tiruchchirappalli Jn. | 75 |

-----/2

(125)



The sanction is subject to the observance of all permanent and temporary speed restriction in force and/or those that may be imposed from time to time. It is further subject to observance of the conditions/stipulations made in your Joint Safety Certificate No.491 B.G. 31.1.89 , RDSO's speed certificate No.MW/BCN dated 16.9.88, 3.12.88 , 9.12.88 and Board's letter No.83/M(N)/951/12 dated 27.12.84 (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. Metric Schedule of Dimensions (a973). It is however noted from from para 2.3.2 of RDSO's speed certificate No.MW/BCN dated 16.9.1988 that the infringements in the design of 'BCN' wagon are exactly 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.

No.87/CEDC/SR/20 New Delhi dated, 16.5.89

Copy forwarded to:

1) The Chief Commissioner of Railway Safety Lucknow, with reference to his endorsement No. RS.17-T (1)/82-Vol.VII dated 29.3.89.

2) The Commissioner of Railway Safety, Southern Circle, 7, Seshadri Road, Gandhi Nagar, Bangalore with reference to his letter No. 1924 dated 7.3.1989.

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

( ASHOK KUMAR)
for Secretary, Railway Board.

(126)

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

No.88/CEDO/SR/6 New Delhi dated, 16.5.89

The General Manager (Engg.)
Eastern Railway,
Calcutta-700001.

Sub: Introduction of B.G. Bogie Liquified petrolium gas tank wagon type BTPGL in regular services on different sections of Eastern Railway.

.....

With reference to your application No. W.552/7/Vol.3 dated 9.3.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of BG Bogie liquified petrolium gas tank wagon type 'BTPGL' fitted with two axle UIC type fabricated bogie having a maximum axle load of 20.32t to RDSO's drawing No. WD-85029-S-02 (Alt.2) on the following BG sections of your Railway at a maximum permissible speed as shown against each section in empty as well as in loaded condition:

| S.No. | Sections | Max. permissible speed in loaded and empty condition (Kmph) |
|---|---|---|
| 1. | Budge Budge to Tikiapara and back. (via Majerhat-KGK Chord-DDJ-CC link-SYDL) | 65 |
| 2. | Calcutta Dock to Mughalsarai and back. (via KGK Chord-DDJ-HB Chord-BWN-ASN-JAJ-KEU-DNR) | 65 |
| 3. | Sitarampur- Chopan and back. (via DHN-GMO-CRP-BRKA-BRWD-GHD-BXLL) | 65 |
| 4. (a) | Chopan - Singrauli and back (via. BXLL-Karaila Road). | 65 |
| (b) | Singrauli-Mahadiya and back. | 20 |
| 5. | Mughalsarai- Malda Town and back. (via DNR-PNBE-KEU-SHM-TDLE-CMX) | 65 |
| 6. | Mughalsarai- Garwa Road and back. (via DOS-SEB) | 65 |
| 7. | Mughalsarai- Garhara and back. ( via DNR-RDUM) | 65 |

The sanction is subject to the following conditions:-

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

2. Observance of all conditions/stipulations made in Joint Safety Certificate No. 2/89 and all other certificates accompanying your application reffered to above.

3. The Railway ensuring that no stock which is over due schedule maintenance prescribed by Railway Board in their letter No. 83/M(N)/951/85 dated 2.6.86 is permitted to run over the system.

4. The Railway issuing a set of safety precautions for guidance of people dealing with these wagons.

(127)



The infringements to clause 13(b) of Chapter IV-A involved in the above wagon and the profile of maximum moving dimensions of 1929 as shown in diagram No. 1A and others of the BG Metric Schedule of Dimensions (1973) have however already been condoned under Board's letter No. 87/WDO/SR/2 dated 24.2.1987.

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

No. 88/CEDO/SR/6 New Delhi dated 16.5.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.RS.17-T(1)/82-Vol.VII dated 23.3.89.

2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta-700001 with reference to his letter No. 1015/3623/89 dated 10.3.89.

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

( ASHOK KUMAR)
for Secretary Railway Board.

(128)

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

No. 88/CEDO/ORI/15. New Delhi, Dated 22-5-1989.

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

Sir,

Sub:- Opening of new Double Line (Down Line) for Passenger Traffic between Wadi 'F' Cabin and Malwar stations on Wadi - Raichur section of Guntakal Division of South Central Railway.

---

With reference to your Endorsement No.RS.10-T(22)/88 dated 26.4.89, 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 16.3.89

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board

No. 88/CEDO/ORI/15. New Delhi, Dated 22-5-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.6/SC/20 dated 16-3-89.

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

( Ashok Kumar ) 22.5.89
for Secretary Railway Board.

No.89/TGIV/9/IR/4

(128)/(2)

Sub: Indian Railways Bill, 1989 -
Framing of draft Rules.
...

Please refer to my note dated 17.05.89 regarding a meeting on 24.5.89 at 11.00 hrs. to review the progress in regard to framing of Rules.

It may please be noted that the above said meeting has been postponed(as the O.S.D. Railway Board is out of station) to 30.5.89 at 12.00 hrs.

(SK Malik)
JDTC/RAR
22.05.89

EDE(G)

Adv.(C)
Adv.(CE)
ED(Safety)
EDE(IR)
EDIR
EDPG
EDTE(R)
L.A.

13
24/5/89

Adv/CE
will be at Hyd from 1st to 6th (May) to attend a Seminar at Administrative Staff College, Hyderabad. EDCE/Adv could perhaps be asked to attend the above meeting

Regret to point out
EDCE in Hyd

EDCE
29/5/89

During the meeting, JD RAR indicated that the rules are required to be framed only upto opening of the Rly (chapter II) OSD desired that the CCRS may be requested to forward the revised draft in this regard, as early as possible, not later than Aug 89.

30/5/89

Adv/CE

EDE(IR)/I

(129)

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

No. 89/CEDO/ORI/6. New Delhi, Dated 24-5-1989

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

Sir,

Sub:- Opening of Down Line between Dasharathpur and Jabalpur stations in Malda Division of Eastern Railway for the public carriage of passengers.

---

With reference to your Endorsement No. RS.10-T(20)/88 dated 26.4.1989, 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.927/6/I/O/89 dated 28.2.89.

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No. 89/CEDO/ORI/6. New Delhi, Dated 24-5-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, Calcutta with reference to his letter No.927/6/I/O/89 dated 28.2.89.

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

Please acknowledge receipt of this letter.

25/5/89

( Ashok Kumar )
for Secretary Railway Board.

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

130

No. 88/CEDO/SR/28. New Delhi, Dated 24-5-1989.

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

Sub:- Running of Rail-cum - Road Vehicle manufactured by M/s. Airtech Limited on various B.G.Sections.

---

With reference to your application No.W.368/M/2/Vol.III dated 7/8-9-1988 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the running of **rail - cum-road** Vehicle manufactured by M/s.Airtech Limited for the use of O.H.E.Works by M/s.IRCON as per sketch enclosed with RDSO's Speed Certificate No.SD.TW.3 dated 23-3-88 with **front axle** and rear axle having a maximum Axle Load of 4.4t and 7.7t respectively on the following B.G.Sections at a maximum speed shown against each section. The vehicle is built up by mounting a special **rail** chasis below standard Tata Mercedes Benz Truck chasis incorporating four **rail** wheels in between the rubber tyred wheels. The change over from road wheels to **rail** wheels is accomplished by hydraulically lowering the Rail chasis to lift the **road** wheels off the ground.

| S.No. | Sections | | Speed in Km/h. |
|---|---|---|---|
| 1. | Madras Central - | - Jolarpettai | 15 |
| 2. | Basin Bridge | - Gudur | 15 |
| 3. | Arakkonam | - Renigunta | 15 |
| | ( including Melpakkam bye-pass) | | |
| 4. | Veysarpadi | - Washermanpet | 15 |
| 5. | Washermanpet | - Royapuram | 10 |
| 6. | Royapuram | - Madras Beach | 10 |
| 7. | Basin Bridge | - Washermanpet | 15 |
| 8. | Washermanpet | - Korukkupet | 15 |
| 9. | Veysarpadi | - Korukkupet | 10 |
| 10. | Jolarpettai | - Erode | 15 |
| 11. | Jolarpettai | - Bangalore City | 15 |
| 12. | Salem | - Mettur Dam | 10 |
| 13. | Pattabiram East Siding | - E.Depot | 15 |
| 14. | Pattabiram West Siding | - E.Depot | 15 |

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 the observance of all other conditions/stipulations made in the Joint Safety Certificate No.484 B.G. dated 12-8-88 and all other certificates accompanying your application referred to above. It may however be noted that attachment of this vehicle to train is prohibited.

(131)

It is however noted that there is no infringement involved in the Design of Rail-cum-Road Vehicle and the overall dimensions of the vehicle are within the Maximum Moving Dimensions of 1929.

The Receipt of this letter may please be acknowledged.

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

No.88/CEDC/SR/28. New Delhi, Dated 24-5-1989.

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(4)/82 dated 28-9-88 and RS.17-T(4)/84 dated 23.2.89

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Bangalore - 560 009 with reference to his letter Nos.959 dated 14.9.88 and 1799 dated 13.2.89.

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

( Ashok Kumar ) 31/5/89
For Secretary Railway Board.

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

(132)

No. 88/CBDC/SR/23 New Delhi dated 24.5.89

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

Sub: Running of 6 axle special flat wagon with 20.3t axle load for department of atomic energy (DAE).

.....

With reference to your application No. 519-W/507 dated 3.2.1989 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) and WD-82053-S-03 (alt.5) in empty & loaded conditions respectively on the following various BG sections at a maximum speed shown against each

| S.No | Sections | | Max. speed in kmph both in empty and loaded condition. |
|---|---|---|---|
| 1. | Ghaziabad | - Mughalsarai | 65 |
| 2. | Hathras | - Hathras Qillah | 40 |
| 3. | Shikohabad | - Farukhabad | 35 |
| 4. | Tundla | - Chhalesar | 65 |
| 5. | Kanar-Churk | - Chopan | 45 |
| 6. | Aligarh | - Harduaganj | 60 |
| 7. | Barhan | - Etah | 30 |
| 8. | Delhi | - Subzimandi | 35 |
| 9. | New Delhi | - Subzimandi via Chord | 35 |
| 10. | New Delhi | - Delhi Kishanganj via chord | 35 |
| 11. | Delhi Kishanganj | - Bathinda | 60 |
| 12. | Delhi | - Delhi Kishanganj | 35 |
| 13. | Delhi | - New Delhi | 40 |
| 14. | New Delhi | - Tughlakabad | 65 |
| 15. | New Delhi | - Shahibabad (GAL) | 65 |
| 16. | Delhi | - Ghaziabad | 60 |
| 17. | Ghaziabad | - Saharanpur | 65 |
| 18. | Delhi Subzimandi | - Ambala Cantt. | 65 |
| 19. | Hazrat Nizamuddin | - Dayabasti | 60 |
| 20. | Okhla | - Lajpat Nagar(Alignment No.I) | 35 |
| 21. | Dayabasti | - Naya Azadpur(Alignment No.IV) | 65 |
| 22. | Patel Nagar | - Shakurbasti (Alignment No.III) | 60 |
| 23. | Narwana | - Kurukshetra | 60 |
| 24. | Jind | - Panipat | 60 |
| 25. | Rohtak | - Panipat | 40 |
| 26. | Rohtak | - Bhiwani | 40 |
| 27. | Tapri | - Khanalampura | 25 |
| 28. | Delhi Shahdra | - Tapri | 60 |
| 29. | Saharanpur | - Ludhiana | 65 |
| 30. | Saharanpur | - Hindon Cabin | 65 |
| 31. | Sirhind | - Nangal Dam. | 40 |
| 32. | Hindon Cabin | - Khanalampura | 25 |
| 33. | Ambala | - Chandigarh | 60 |
| 34. | Chandigarh | - Kalka | 50 |
| 35. | Rajpura | - Bathinda | 65 |
| 36. | Mughalsarai | - Partapgarh-Lucknow | 65 |
| 37. | Varanasi | - Faizabad- Lucknow | 60 |
| 38. | Lucknow | - Unnao-Kanpur | 65 |
| 39. | Janghai | - Zafrabad | 40 |
| 40. | Phaphamau | - Unchahar | 65 |

| S.No. | Sections | Max. speed in kmph both in empty and loaded condition. |
|---|---|---|
| 41 | Unchahar - Unnao | 40 |
| 42 | Janghai - phaphamau | 65 |
| 43 | Allahabad - Phaphamau | 65 |
| 44 | Phaphamau - Partapgarh- Faizabad | 40 |
| 45 | Dalamau - Daryapur | 50 |
| 46 | Akbarpur - Tanda | 35 |
| 47 | Unchahar - Raebareli | 60 |
| 48 | Utraitia - Sultanpur-Zafrabad | 60 |
| 49 | Lucknow - Saharanpur | 60 |
| 50 | Laksar - Haridwar | 65 |
| 51 | Haridwar - Dehradun | 50 |
| 52 | Raiwala - Rishikesh | 40 |
| 53 | Nijibabad - Kotdwara | 40 |
| 54. | MuzzampurNarain - Gajraula | 40 |
| 55. | Hapur - Meerut City | 65 |
| 56. | Khurja Jn. - Hapur | 65 |
| 57. | Raja Ka Sahaspur - Sambhal Hatim Sarai | 40 |
| 58. | Moradabad - Ghaziabad | 60 |
| 59. | Moradabad - Chandusi | 65 |
| 60. | Bareilly - Chandausi | 60 |
| 61. | Chandausi - Harduaganj | 65 |
| 62. | Chanehti - Junction Point | 35 |
| 63. | Rosa - Sitapur City | 30 |
| 64. | Balamau - Sitapur City | 30 |
| 65. | Unnao - Balamau | 30 |
| 66. | Sitapur Cantt - Sitapur City | 30 |
| 67. | Jaijon Doaba - Nawashahr Doaba Jn. | 30 |
| 68. | Nawashahr Doaba - Rahon | 30 |
| 69. | Phagwara - Nawashahr Doaba Jn. | 30 |
| 70. | Jalandhar Cantt. - Hoshiarpur | 30 |
| 71. | Jalandhar City - Lohian Khas | 50 |
| 72. | JalandharCity - Nakodar | 50 |
| 73. | Firozpur City - Fazilka | 40 |
| 74. | Lohian Khas - Phillaur | 30 |
| 75. | Firozpur - Mullanpur | 30 |
| 76. | Mullanpur - Ludhiana | 65 |
| 77. | Ludhiana - Jakhal | 65 |
| 78. | Bathinda - Firozpur | 60 |
| 79. | Dhandari Kalan - Jalandhar City | 65 |
| 80. | Jalandhar City - Pathankot | 60 |
| 81. | Pathankot - Bharoli | 60 |
| 82 | Bharoli - Jammu Tawi | 60 |
| 83 | Jalandhar City - Amritsar | 60 |
| 84 | Amritsar - Bharoli | 60 |
| 85 | Amritsar - Atari | 60 |
| 86 | Verka - Derababa Nanak | 40 |
| 87 | Batala - Qadian | 40 |
| 88 | Amritsar - Khemkaran | 40 |
| 89 | Jakhal - Hisar | 40 |
| 90 | Bathinda - Shriganga Nagar | 30 |
| 91 | Jalandhar Cantt - Suchipind | 65 |
| 92 | Chakki Bank - Bharoli | 50 |

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 laid down in your Joint Safety Certificate No. SCL/BG/3/88, RDSO's speed certificate No. MW/CS/BARC/CASK dated 4.1.88, 3.6.88, 21/23.9.88 and 15.2.89 and all other certificates accompanying your application referred to above. As the cage of the consignment in loaded condition infringes the standard maximum moving dimensions of 1929, the wagon in loaded condition shall move as an ODC and a separate sanction from the competant authority on your Railway will be essential for movement of the wagon under ODC stipulations.

It is however noted from para 4 of RDSO's speed certificate dated 21/23-9-1988 that the wagon in empty condition does not infringe the maximum moving dimensions or any other clause of the B.G. Schedule.

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

No. 88/CEDO/SR/23 New Delhi, dated 24.5.89.

Copy forwarded to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.17-T(1)/82 -Vol.VII dated 13.4.1989.

2. The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow-226001 with reference to his letter No. 76/1339/6Axle/Spl.Flat Wagon dated 20.3.1989.

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

(ASHOK KUMAR)
for Secretary Railway Board.

(135/C)

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.87/WDO/SD/5 New Delhi, the 21-5-89.

Dear Shri Anand,

Sub: Width of platforms.

.....

As you are aware, a Select Committee has been set up under the Chairmanship of OSD/Code Revision, Shri R.B. Ajgaonkar, CE/N.F. Railway, to revise the Works Manual. Shri L.C. Monga, CPDE/Northern Railway, is also one of its Members. In the present Way & Works Manual, no criteria has been laid down for deciding the width of platforms and FOBs. The relevant para relating to platform width is as follows:-

"2203 Platform wall (a) The length and width of platforms should be to the Railway Board's specification."

2. The Select Committee has suggested the following norms regarding width of platforms:-

(a) To be determined on the basis of the clearance specified in the Schedule of Dimensions. The platform widths should be adequate to permit a free unhampered movement of passengers.

(b) For this purpose, the capacity of station platforms in discharging passengers per metre width of un-obstructed passage for movement in both directions can be taken as:

1) Suburban Passengers : 60 per minute

2) Non-suburban Passengers : 40 per minute

3. According to above criteria, reasonable assumption will require to be made regarding time taken for discharge of passengers. In order to study the implications of the norms stipulated by the Select Committee, it is desired that the study may be undertaken regarding discharge of passengers on the island platforms No.2 and 3, 4 and 5 of ~~the~~ New Delhi Station for 2-3 days when two trains are almost being simultaneously dealt with on these island platforms. The study

Contd.....2/-

(135)/(2)

should take into consideration the time of discharge of passengers after detraining from the train and compute the theoretical width on the basis of norms laid down by the Select Committee.

4. I shall be thankful if you could furnish this information by 10th June/89.

With regards,

Yours sincerely,

(Ashok Kumar)

Shri Y.P. Anand,
Chief Engineer,
Northern Railway,
Baroda House,
NEW DELHI.

(135/3)

Issue Regr
24/5/89

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.87/WDO/BD/5 New Delhi, the 24-5-89

Dear Shri Ajgaonkar,

Sub: Width of platforms.

The Board is considering to appoint a Committee to review the criteria regarding platform width. I understand that a Select Committee is functioning under your Chairmanship to revise the Works Manual. The Select Committee has suggested certain norms to arrive at the width of platform which is based on the capacity in discharging passengers per metre width from station platforms. I understand this criteria is based on Association of American Railroads. I shall be grateful if you could arrange to send me photostat copies of the relevant technical literature on which you have made the recommendations regarding criteria to be adopted for platform widths.

Specifications based

With regards,

Yours sincerely,

22/5/89
(ASHOK KUMAR)

Shri R.B. Ajgaonkar,
Chief Engineer,
North-east Frontier Railway
Maligaon,
GUWAHATI.

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

135

No. 89/CEDO/ORI/8. New Delhi, Dated -5-1989.

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

Sir,

Sub:- Opening of the New B.G.line between Guna and Miana stations (KM:31.10) on Bhopal Division of South Central Railway.

---

With reference to your Endorsement No.RS.10-T(23)/88 dated 12.5.1989, 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-12/69/89-NE 193 dated 13.4.89

youre faithfully,

( Ashok Kumar )
For Secretary Railway Board.

No. 89/CEDO/ORI/8. New Delhi, Dated -5-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/69/89-NE.193 dated 13.4.89

2) The General Manager, Central Railway, Bombay, with the request that suitable action on Commissioner of Railway Safety, Central Circle, Bombay'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. Two copies each of the Index Plan and Section may also be sent to this office.

( Ashok Kumar )
for Secretary Railway Board.

(136)

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

No. 88/CEDO/ORI/20. New Delhi, Dated 29-5-1989.

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

Sir,

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

With reference to your Endorsement No.RS.10-T(21)/88 dated 26-4-1989, 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 14.3.89.

yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No. 88/CEDO/ORI/20. New Delhi, Dated 29-5-1989.

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 14.3.89

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

The Receipt of this letter may please be acknowledged.

( Ashok Kumar )
for Secretary Railway Board.

(137)

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

No.89/CEDO/SR/11 New Delhi, dated 30.5.89

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

Sub: Running of 'BOBR' on Vijayawada-Bellampalli and Dornakal-Monguru B.G. section of South central Railway.

.....

With reference to your application No. W.469/BOBR/89 dated 3.3.89 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 open rapid bottom discharge coal hopper wagon type BOBR' to RDSO's drg. No. WD.86013-S-01 Alt.3 fitted with casnub 22W(M) bogie having an axle load of 20.32t on the following B.G. sections at a max. speed shown against each both in empty as well as loaded condition.

| S.No. | Section | | Maximum speed in kmph (in empty and loaded condition) |
|---|---|---|---|
| 1. | Vijayawada | - Dornakal | 65 |
| 2. | Dornakal | - Manuguru | 55 |
| 3. | Dornakal | - Kazipet | 65 |
| 4. | Kazipet | - Bellampalli | 65 |

The sanction is subject to observance of all permanent and temporar 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 Annexure-A enclosed to Joint Safety Certificate No. W/142/B.G., RDSO speed certificate No.MW/CS/SPL.W/BD. dated 25.1.1989 and all other certificates accompanying your application referred to above.

The infringement involved in the design of the above 'BOBR' wagon have already been condoned under Board's letter No.85/WDO/SR/1 dated 14.12.1988.

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

-/2

(138)

No. 89/CEDO/SR/11 New Delhi, dated 30.5.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his endorsement No.17-T(1)/82-Vol.VII dated 29.3.89.

2. The Commissioner of Railway Safety, South Central Circle, Secunderabad-500371 with reference to his letter No. 6/Sc/22/2 dated 8.3.1989.

3. The Director Standards (Wagon) RDSO., Lucknow with reference to speed Certificate No.MW/CS/Spl.W/BD, dated 25.1.1989. It is desired that Oscillation trials on 'BOBR' wagon may be completed expeditiously and the final speed certificate issued for the for the running of 'BOBR' wagon.

( ASHOK KUMAR )
for Secretary Railway Board.

(139)

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

No. 88/CEDO/BS/1. New Delhi, Dated 1-6-1989.

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

Sub:- Polepathar - Dhodramohar Doubling - Exist. 1/610 mm G.F. to be extended as 1/915 mm RCC(RL) ballastless slab at Ch.2440.86 m Br.No.787/1 Kms.787/2-3.

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With reference to your office letter No.BW/223/W/26/BR dated 12.4.89 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of the Ministry of Railways is hereby communicated to the proposed vertical clearance of minus 140 mm against 600 mm required and free board of minus305 mm against 1000 mm required as per para 4.8.1 and 4.9.1 of Sub-Structure Code respectively involved in the extension of existing 1/610 mm Girder Bridge as 1/915 mm RCC(RL) ballastless slab on Down Stream side on Bridge No.781/7 at Kms.787/2-3 as per Drawing No.BN(Z)BB/89621 enclosed with your above Quoted application.

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&B),
Railway Board.

No. 88/CEDO/BS/1. New Delhi, Dated 1-6-89.

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(2)/84 dated 11.5.89.

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.189 dated 17-4-89.

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

(140)

## SALIENT FEATURES OF BOX 'N' WAGONS

| | BOX 'N' Wagon already on line. | BOX 'N' MK. II previously designed and discussed in Board's office on 9-3-89. | BOX'N' MK II presently designed as a result of the minutes of the Meeting held on 9-3-89 (S.No.2) in Board's office now under consideration. |
|---|---|---|---|
| Tare Weight (t) | 23.0 | 20.6 | 20.6 |
| Pay Load (t) | 58.28 | 60.68 | 60.68 |
| Volumetic capacity ($m^3$) | 56.28 | 60.68 | 58.82 |
| Gross Wt. (t) | 81.28 | 81.28 | 81.28 |
| Length (m) | 10.713 | 10.600 | 10.713 |
| Width (mm) | 3200 | 3250 | 3250 |
| Height of body (mm) | 1950 | 2075 | 1990 |
| Height from R.L. in tare condition(mm) | 3225 | 3350 | 3263 |
| Track Loading density (t/m) | 7.59 | 7.67 | 7.59 |

A Statement showing the salient features of BOX 'N' Wagon vis-a-vis BOX 'N' Mk.II wagon under consideration for manufacture is placed below at F/A. It may be seen that in the new design of BOX 'N' Mk.II the width of the wagon has been increased by 50 mm and the height by 38 mm keeping the length of the wagon the same i.e., 10713 mm.

3250 mm (10'-8") wide x 4115 mm (13'-6") high coaches are already running on line and the Railways have already acquired sufficient experience in running these coaches on B.G. system. These coaches have a clearance of 150 + 5 mm available between Platform Coping and the Vehicle as against 152 mm required as per para 2 of Appendix at page 94 of the B.G. Schedule. BOX 'N' Mk.II wagon which has been designed within the profile of RDO/T-1043 (10'-8" wide x 14'-0" high )has a clearance of 107.5 + 5 mm between Passenger/Goods Platform Coping and the Vehicle. Although the overall width of the coaches already running on line and the newly designed BOX 'N' Mk.II wagon are the same but the clearance between Platform Coping and the Vehicle differ because the width of underframe of 3250 mm wide coaches from 305 mm above Rail Level to 840 mm above Rail Level is 3050 mm and that of 3250 mm wide wagons/locomotives from 305 mm above Rail Level to 1082 mm above Rail Level is 3135 mm. There is a point for consideration if 107.5 mm + 5 mm clearance between Platform Coping for 3250 mm wide wagons/ Loccs manufactured within the Profile of RDO/T-1043 will be sufficient.

RDO/T-1043 Profile, within which BOX 'N' Mk.II wagon has been designed, has been recommended for adoption by RDSO on Indian Railways taking into consideration running of present stock such as BCX/BOX Wagons, having maximum overall width of 3130/3135 mm respectively below Platform Level, have been satisfactorily in service for a fairly long period. Therefore, 3250 mm wide wagons/locomotives manufactured within the profile of RDO/T-1043 and having a clearance of 107.5 ± 5 mm between Platform Coping and the Vehicle may be permitted to run at the unrestricted speed on platform lines without imposing any speed restriction as the lesser available clearance between Platform Coping and the Vehicle is not likely to pose any problem. BOX 'N' Mk.II is within the Profile of RDSO Sketch No.RDO/T-1043, the adoption of which is still under consideration. Central, Eastern, Northern and Northeast Frontier Railways have been asked to plan removal of infringements involved in the adoption of the profile to RDO/T-1043 in the Works Programme for 1990-91. The profile cannot be considered for adoption unless the infringements are removed by the Railways.

Pending issue of clearance to the adoption of RDO/T-1043 Profile, RDSO will have to obtain the condonation of infringements as per existing practice in vogue.

(142)

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

No. 89/CEDO/ORI/8. New Delhi, Dated 7-6-1989.

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

Sir,

Sub:- Opening of the New B.G.Line between Guna and Miana stations (KM:31.10) on Bhopal Division of South Central Railway.

---

With reference to your Endorsement No.RS.10-T(23)/88 dated 12.5.1989, 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-12/69/89-HE 193 dated 13.4.89

yours faithfully,

( Ashok Kumar )
For Secretary Railway Board.

No. 89/CEDO/ORI/8. New Delhi, Dated 7-6-1989.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/69/89-HE.193 dated 13.4.89

2) The General Manager, Central Railway, Bombay, with the request that suitable action on Commissioner of Railway Safety, Central Circle, Bombay'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. Two copies each of the Index Plan and Section may also be sent to this office.

( Ashok Kumar ) 6/6/89
for Secretary Railway Board.

(143)

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

No. 89/CEDO/ORI/8. New Delhi, Dated 7-6-1989.

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

Sir,

Sub:- Opening of the New B.G.Line between Guna and Miana stations (KM:31.10) on Bhopal Division of South Central Railway.

---

With reference to your Endorsement No.RS.10-T(23)/88 dated 12.5.1989, 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-12/69/89-HE 193 dated 13.4.89

yours faithfully,

( Ashok Kumar )
For Secretary Railway Board.

No. 89/CEDO/ORI/8. New Delhi, Dated 7-6-1989.

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1) The Commissioner of Railway Safety, Central Circle, Bombay with reference to his letter No.C-12/69/89-HE.193 dated 13.4.89

2) The General Manager, Central Railway, Bombay, with the request that suitable action on Commissioner of Railway Safety, Central Circle, Bombay'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. Two copies each of the Index Plan and Section may also be sent to this office.

( Ashok Kumar ) 6/6/89
for Secretary Railway Board.

(144)

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

No.89/CEDC/CLW/1. New Delhi, Dated 7-6-1989.

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/CEDC/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) in the 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.

( Ashok Kumar ) 6/6/89
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/154 dated 9.12.88.
3. Northern Railway's letter No.90-W/W.Spl./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.11) dated 17-5-88
8. Western Railway's letter No.WNC 415/5 dated 3-6-88

(145)

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

No. 89/CEDO/ORI/5. New Delhi, Dated 7-6-89.

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

Sir,

Sub:- Commissiong of 25 kV 50 cycles single phase AC Electric Traction for the public carriage of passengers on (i) Hasanparthi Road (excl.) to Ramgundam (incl.), (ii) Ramgundam (excl.) to Bellampälli (incl.) station BG double line sections of Secunderabad (BG) division of South Central Railway.

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With reference to your Endorsement No.RS.8-T(3)/88 dated 12.5.89 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 AC single phase electric traction on the above section for the public carriage of passengers as per his letter No.10/SC/3 dated 14-3-1989.

Yours faithfully,

( Ashok Kumar )
for Secretary Railway Board.

No. 89/CEDO/ORI/5. New Delhi, Dated 7-6-89.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, South Central Circle, Secunderabad with reference to his letter No.10/SC/3, dated 15.3.89.

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

( Ashok Kumar ) 6/6/89
for Secretary Railway Board.

(146)

No.87/CDO/SB/5 7-6-89

The General Manager,
Northern Railway,
Baroda House,
NEW DELHI.

Sub: Width of platforms and FOBs.

The Board have decided to set up a Committee consisting of following officers to go into the whole gamut of provision of platform and FOB widths and lay down a rational criteria for provision of platform and FOB widths in respect of future constructions/remodelling of platforms:-

1. Shri L.C. Monga,
CPRM, Northern Railway.

2. Shri S.R. Shah,
CCS/G, Northern Railway.

3. Shri Ashok Kumar,
EDCE(G)/Railway Board. - Convenor

4. A representative of School of
Planning & Architecture, Delhi.

The terms of reference to be studied by the Committee will be as follows:-

(1) Platform width at important, large and small stations.

(2) No. and width of FOBs or subways to be provided at important, large and small stations.

(3) Regulation regarding provision and disposition of vending stalls/kiosks and other built-up structures which may impede the smooth circulation of passengers.

(4) Other measures to reduce crowding on the platforms to allow unhampered movement of passengers.

(5) No. of exit points to be provided.

The Committee will submit the recommendations within 2 months' time.

7/6/89
(Ashok Kumar)
Executive Director Civil Engg.(G)
Railway Board

Copy to:-
(1) Shri L.C. Monga, CPRM, Northern Railway,
Baroda House, New Delhi.

(2) Shri S.R. Shah, CCS/G, Northern Railway,
Baroda House, New Delhi.

(3) Adviser (commercial), Railway Board New Delhi for information

(147)

Ashok Kumar,
Executive Director
Civil Engineering(G).

DO No.70/WDO/ORI/RO/1

Rail Bhavan, New Delhi,
Dated: 7-6-89.

Dear Shri Vithal,

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

The Indian Railway Bill,1989 has recently been passed by both the Houses of Parliament. The Bill can be brought into force only when the rules required to be framed under it are ready for notification in the Gazette. The Civil Engineering Directorate is concerned with Section 29 of Chapter V of the Bill which pertains to rules for opening of a railway. I may mention that Section 22 (of Indian Railway Act,1894) of the existing Act has been amplified by revised Section 29 (of Indian Railway Bill,1989) and the scope of existing rules for opening of railway is much more than what is permitted by Section 22; the details are given in attached enclosure.

You were gracious enough to offer to prepare the revised draft of the rules for opening of railway as communicated in your D.O. letter No.RB.9-F(1)/80 dated 3-10-88 addressed to M.R. In reply, M.R. in his D.O. letter dated 16-3-89 has welcomed your offer. The Indian Railway Bill,1989 as required to be brought into force shortly; may I therefore request you to frame the rules for opening of railway at your earliest convenience but not later than end of July,1989 giving reference to various provisions of Section 29 of the Bill. The various rules to be framed under Section 29 Chapter V of the Bill are given in the attached Annexure.

With kind regards,

Yours sincerely,

7/6

(Ashok Kumar)

Encl: As above.

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

ANNEXURE

Details of Section 29 of Chapter V of Indian Railway Bill,1989.

29. (1) The Central Government may, by notification, make rules to carry out the purposes of this Chapter.

(2) In particular, and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:-

(a) the duties of a railway administration and the Commissioner in regard to the opening of a railway for the public carriage of passengers;

(b) the arrangements to be made for and the formalities to be complied with before opening a railway for the public carriage of passengers;

(c) for regulating the mode in which, and the speed at which rolling stock used on railways is to be moved or propelled; and

(d) the cases in which and the extent to which the procedure in this Chapter may be dispensed with.

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spare (149)

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

No.89/CEDO/SR/8 New Delhi dated, 9.6.1989

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

Sub: Running of B.G. Container Flat type BKI (modified BFR/BR wagon)on Northern Rly.

.....

With reference to your application No. 519-W/145 dated 3.2.89 sent through the Chief Commissioner of Railway Safety Lucknow[1], the sanction of the 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 loaded 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 | Maximum permissible speed in K.M.P.H. |
|---|---|---|
| 1. | Bathinda - Hanumangarh | 70 |
| 2. | Hanumangarh - Suratgarh | 60 |
| 3. | Delhi - Shahdara - Samli - Saharanpur | 70 |

The sanction is subject to the observance of all permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time. the sanction is furthur subject to observance of all other restrictions/stipulations laid down in your Joint Safety Certificate No.SCL/BG/1/89 and all other certificates accompanying your application referred to above.

The Railway Ministry also sanction the infringementto the profile of max. 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 with ISO containers.

[1] and your letter dated 24-5-89.

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

No.89/CEDO/SR/8 New Delhi dated 9.6.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow w.r.t. his endorsement No. RS.17-T(1)/82-Vol.VII dt. 23.2.89.
2. The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No. 68/1339/BKI dated 16.2.89.
3. The Director Standards(Motive Power) R.D.S.O., Lucknow.
4. The Executive Director Traffic(Marketing), Railway Board New Delhi.

( ASHOK KUMAR )
for Secratary Railway Board.

(150)

No. 88/CEDO/SD/1. New Delhi, Dated 12-6-89.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Infringements pertaining to Electrical structures on Krishna Canal- Guntur - Tenali section.

Ref:- Your office letter No.E.252/KGTRE/4039/Infringe dated 27-3-89.

---

While going through Annexure C1 and C2 enclosed with your above Quoted application, it is seen that infringements pertaining to 3660 mm stock at one of the sides of Electrical Mast on stright track can be removed by way of relocating the mast in respect of S.No.8,9 & 15. The degree of curvature and its allowance for structure at S.No.1, 2, 4, 17 and 19 have 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 reexamine the Annexure C/1 and C/2 de-novo to see the possibility of removing the infringements 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/CCRS for consideration in this office.

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

(151)

No. 88/CRE0/ea/1. 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 infringements 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 & 15. The degree of curvature and its allowance for structure at S.No.1, 2, 4, 17 and 19 have not been indicated. The infringement against S.No.13(11) 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 & C2 de-novo to see the possibility of removing the infringements 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/CCRS for consideration in this office.

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

(152)

No. 87/CKMO/SR/20. 12-6-89.

The Commissioner of Railway Safety,
North Eastern Circle,
Gorakhpur.

Sub:- Movement of 'BCN' Wagon over Northeast Frontier Railway from Malda Town - New Guwahati Broad Gauge section.

Ref:- Your office letter No.1527/257/11 dated 15-3-89.

---

Please refer to your above quoted letter and arrange to send a photo copy of Chief Commissioner of Railway Safety Lucknow's letter under which your above quoted letter has been forwarded to this office.

An early action is requested.

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

(153)

No. 88/CEDO/ORI/17. 12-6-89

The General Manager,
Northern Railway,
Kashmere Gate,
Delhi - 110 006.

Sub:- New Double line between Shahabad and Amin stations on the Delhi - Ambala section of Northern Railway.

---

Endorsement No.2

Please refer to this office letter of even Number dated 16-9-1988 (Copy enclosed for ready reference) and expedite the reply.

Sd/-

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

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

(154)

No. 89/CEDO/SD/7. New Delhi, Dated 13-6-1989.

The Chief Project Manager,
Railway Electrification,
Vijayawada.

Sub:- Infringements pertaining to Engineering, S&T and Electrical Structures on BPA-BPQ section.

---

With reference to your office letter No. E.252/VBRE/4039/Infringe/Vol.III dated 21.3.89 sent through Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the infringements caused by one Cabin Wall, Three Columns of Foot over Bridge at Chainage 132.500 and Head room on UP & DN.Main Lines of FOB at Chainage 132.500 and 132.468 at Balharshah station, 25 S&T Structures at Rechni Road, Sirpuzkhagakaz Nagar, Sirpur Town, Makudi, Wirur and Manikgarh stations and 50 Electrical Structures from Km:890/10-20 to 891/57.40 at Balharshah station on Bellampalli - Balharshah section as per item 10(iii)(a) for Head room under FOBs and item 13(ii)(c) for Horizontal clearances for structures to Chapter-I of B.G.Metric Schedule of Dimensions (1973) as shown in Annexure A, B and C and Drawing No.VBRE/SK/I/E/43, VBRE/SK/I/S&T/45 to 50 and VBRE/SK/I/EE/44 accompanying your letter referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as the Structures for running of 3660 mm (12'-0") wide stock are concerned. A separate 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 Engineering (G)
Railway Board.

No. 89/CEDO/SD/7. New Delhi, Dated 13-6-89

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 11-5-89.

2) The Commissioner of Railway Safety, South Central Circle, Secunderabad - 500 371 with reference to his letter No. 6/SC/7 dated 11-4-89.

14/6/89
( Ashok Kumar )
For Secretary, Railway Board.

(155)

No.89/CEDO/SR/7.

14.6.89

The General Manager(S&T)'C',
Central Railway,
Bombay - 400 001.

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

Ref:- Your office letter No.E&/689/W.16.N/III/56 dated 14/16.2.1989.

---

Please refer to your office letter quoted above. As Chief Commissioner of Railway Safety, Lucknow's letter No. RS.18-T(2)/84-Vol.II dated 31.8.88 does not appear to have been received in this office, it is requested that a photo copy of your application alongwith all the enclosures and Commissioner of Railway Safety, Central Circle, Bombay as well as Chief Commissioner of Railway Safety, Lucknow forwarding letters may please be sent at an early date to enable this office to consider the issue of sanction for condonation of infringements.

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

Issue By 14/6

S 10/3

156

No.89/CEDO/SE/7.

14.6.89

The General Manager(SEF)'C',
Central Railway,
Bombay - 400 001.

Sub:- Kalyan Yard Remodelling - SEF infringement to Standard Dimensions.

Ref:- Your office letter No.Mm/689/W.16.M/III/56 dated 14/16.2.1989.

---

Please refer to your office letter quoted above. As Chief Commissioner of Railway Safety, Lucknow's letter No. RS.18-T(2)/84-Vol.II dated 31.8.88 does not appear to have been received in this office, it is requested that a photo copy of your application alongwith all the enclosures and Commissioner of Railway Safety, Central Circle, Bombay as well as Chief Commissioner of Railway Safety, Lucknow forwarding letters may please be sent at an early date to enable this office to consider the issue of sanction for condonation of infringements.

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

(157)

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

No.88/CEDO/SR/23 New Delhi dated, 15.6.89.

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

Sub: Running of 6-axle B.G. special flat wagon over Renigunta-Gudur, Gudur-Vijayawada, Vijayawada-Duvvda, Vijayawada- Balharshah, Kazipet-Secunderabad, Secunderabad-Wadi, Wadi-Raichur-Renigunta B.G. Sections on South Central Railway.

.....

With reference to your application No.W.469/6/88 dated 10.4.89 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is here by communicated to the running of 6-axle bogie flat wagon to RDSO drawing No. WD-82053-S-02 (alt.3) and WD-82053-S-03 (alt.5) in empty and loaded condition respectively on the following B.G. sections at a maximum speed shown against each section.

| S.No. | Sections | Max. speed in empty condition (Kmph) | Max. speed in loaded condition.(Kmph) |
|---|---|---|---|
| 1. | Renigunta - Gudur | 65 | 30 |
| 2. | Gudur - Vijayawada | 65 | 30 |
| 3. | Vijayawada - Duvvada | 65 | 30 |
| 4. | Vijayawada - Balharshah | 65 | 30 |
| 5. | Kazipet - Secunderabad | 65 | 30 |
| 6. | Secunderabad - Wadi | 65 | 30 |
| 7. | Wadi - Raichur- Renigunta | 65 | 30 |

The sanction is subject to observance of all permanent and temporary speed restrictions in force as per current working time table and/or those that may be imposed from time to time. It is furthur subject to observance of all other conditions/stipulations laid down in your Joint Safety CertificateNo.W.139/B.G., RDSO's speed certificate No. M./CS/BARC/CASK dated 4.1.88, 3.6.88, 21/23.9.88 and 15.2.89, safeguards envisaged in NPC's instructions booklet enclosed with their letter No.NPC/35400/88/B dated 5.1.1989 and all other certificates accompanying your application referred to above. As the cage of the consignment in loaded condition infringes the standard maximum moving dimensions 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 maximum moving dimensionsor any other clause of the B.G. Schedule.

(ASHOK KUMAR) 13/6/89
Exe. Director Civil Engg.(G)
Railway Board

(158)



No. 88/CEDO/SR/23 New Delhi dated/5.6.89

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 11.5.1989.

2. The Commissioner of Railway Safety, South Central Circle, Rail Nirman Bhavan, Secunderabad with reference to his letter No. 6/SC/19 dated 11.4.89.

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

(ASHOK KUMAR)
for Secretary, Railway Board.

(159)

No. 88/CHLO/CRS/IR/6. 15-6-89.

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

Sub:- CRS's Inspection Report on Chakradharpur Division for the year ending 31st March,88 Part-II.

Ref:- Your office letter No.TG/INSP/CRS/CKP/Pt.II/88/2543 dated 10-5-89.

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Please refer to your office letter quoted above. Ministry of Railways desire that full compliance report in respect of para 8.2 of Kera, 8.4(a) & 8.4(c) of Govindpur, 8.4(a) & 8.4(c) of Bano and 8.5 (b) of Nuagaon stations appearing in CRS's Inspection Report may please be sent to this office at an early date.

( V.P.Chanden)
Executive Director ( S & T )/R,
Railway Board.

(160)

No. 88/CHDO/SR/27. 16 - 6 - 89.

The Chief Bridge Engineer,
South Eastern Railway,
Garden Reach,
Calcutta - 43.

Sub:- Introduction of wider and heavier wagons on dedicated routes for closed circuit operation.

Ref:- Your office letter No.G/WAGON/BOHR dated 29.12.88.

---

Please refer to this office D.O. of even number dated 19-4-89* on the above noted subject and expedite your reply.

* Copy enclosed

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

(161)

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

No. 89/CEDO/SD/7. New Delhi, Dated 20-6-89.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification -
Introduction of Electric Traction -
Condonation regarding horizontal
clearance to be adopted for fixed
structure from centre line of track.

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With reference to your office letter No.CPM/BSP/DNRE/EL/T/14 Dated 14.3.89 sent through Chief Commissioner of Railway Safety, Lucknow and your letter No.CPM/BSP/DNRE/EL/T/14/1113 dated 23.5.89 the sanction of Ministry of Railways is hereby communicated to the infringement caused by 12 Water Columns, 9 Foot over Bridges, One Road Over Bridge, One Semi through Girder Bridge and 42 Electrical Structures to item 13(c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) on Durg-Nagpur section of your Railway as shown in Form-XI accompanying your letter referred to above.

This sanction is applicable only to condonation of infringements to clearances so far as the structures for running of 3660 mm (12'-0") wide stock are concerned. A separate sanction from the competent authority will however be necessary before introducing 3660 mm (12'-0") wide stock as per extant rules.

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

No. 89/CEDO/SD/7. New Delhi, Dated 20-6-89

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(5)/84 dated 11.4.89.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.26/160/25 dated 7th April,89.

19/6/89
( Ashok Kumar )
for Secretary Railway Board.

(162)

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

No. 89/CEDO/SD/7. New Delhi, Dated 21-6-89.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Durg-Nagpur Railway Electrification -
Introduction of Electric Traction -
Condonation regarding horizontal
clearance to be adopted for fixed
structure from centre line of track.

---

With reference to your office letter No.CPM/BSP/DNRE/EL/T/14 Dated 14.3.89 sent through Chief Commissioner of Railway Safety, Lucknow and your letter No.CPM/BSP/DNRE/EL/T/14/1113 dated 23.5.89, the sanction of Ministry of Railways is hereby communicated to the infringements caused by 12 Water Columns, 9 Foot over Bridges, One Road Over Bridge and One Semi through Girder Bridge and 42 Electrical Structures to item 13(ii) (c) Chapter-I of B.G.Metric Schedule of Dimensions (1973) on Durg-Nagpur section of your Railway as shown in Form-XI accompanying your letter referred to above.

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

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

No. 89/CEDO/SD/7. New Delhi, Dated 21-6-89.

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(5)/84 dated 11.4.89.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.26/160/25 dated 7th April,89.

( Ashok Kumar )
for Secretary Railway Board.

(163)

No.89/CEDO/SP/10. 21/6/89.

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.

Ref:- Your office letter No.RE/Engg./W-I/27 dated 20.4.89.

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

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

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

(164)

No. 89/CEDO/SR/13 New Delhi dated 23.6.1989

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

Sub: Running of 44/45 loaded Box wagon trains on Chunar-Chopan section with 3WDM2 locomotives in multiple unit consist.

.....

With reference to your application No. 519-W/401 dated 5/13.3.85 sent through the Chief Commissioner of Railway Safety Lucknow, the Ministry of Railways approve the relaxation of Appendix-I of the Bridge Rule to permit running of 3WDM2 locomotives in one group instead of two prescribed as per Appendix-I on Chunar-Chopan section at a maximum speed of 25kmph while working in multiple operation (controlled from the loading unit) and 16 kmph up to the next block station in case of failure of the multiple unit system( single loco working being adopted thereafter) subject to observance of all temporary and permanent speed restrictions in force and/or those that may be imposed from time to time. The relaxation is subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/85, Track and Bridge Certificates, RDSO's speed certificate No.SD.POL.12.8 dated 3.12.84, and the special instructions enclosed with your Railway's letter No.519-W/40 dated 8.2.89. The relaxation is furthur subject to observance of the conditions mentioned in all other letters accompanying your appication referred to abdve.

The above relaxation is based on the trials conducted by RDSO on Chunar-Chopan section with 44/45 loaded Box wagon trains (3600t) hauled by 3WDM2 locos in multiple unit consist.

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

No.89/CEDO/SR/13 New Delhi dated, 23.6.1989.

Copy forwarded to:

1. The Chief Commissioner of Railway Safety Lucknow, w.r.t. his endorsement No. RS.17-T(4)/82 dated 29.5.89.

2. The Commissioner of Railway Safety, Northern Circle, Lucknow w.r.t. his latter No. 71/1339/BOX/WAGON dated 27.2.1989.

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

(ASHOK KUMAR)
for Secratary Railway Board.

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

(165)

No. 89/CEDO/SD/14. New Delhi, Dated 26-6-1989.

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

Sub:- Condonation of infringements in connection with provision of additional staircase to second foot over bridge at New Delhi Railway station on Platform No.4 & 5.

---

With reference to your application No.259-W/67 Pt.II(W.Br.) dated 16-6-1989 sent through the Chief Commissioner of Railway Safety Lucknow and letter dated 21-6-89, Ministry of Railways sanction the infringements to item 7(i), 7(ii) & 7 (iii) Chapter-II of B.G.Metric Schedule of Dimensions (1973) as a Permanent Measure involved in connection with provision of an additional staircase of 2.25 metres clear width on the East side of second foot over bridge on Platform No.4 & 5 at New Delhi Station. The infringements are shown in Ann.I Annexure-I is based on Form-XI and Drawing No.FB-167/DLI.Bridges/R1 Alt.I accompanying your letter referred to above.

. on the verse.

It is however noted that the additional staircase has been provided to reduce the congestion on the existing staircase and to increase the capacity/ utilisation on Platform No.4 & 5. It is further noted that the infringements involved are not likely to cause any sort of problem in Railway working except that the passengers will be getting lesser space for free movement on Platform.

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

No. 89/CEDO/SD/14. New Delhi, Dated 26-6-89.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with with reference to his Endorsement No.RS.18-T(1)/87 dated 20.6.89.
2) The Commissioner of Railway Safety, Northern Circle, Hazaratganj, Lucknow-226 001 with reference to his letter No.60/A/2/VIII/Pt.6 dated 19-6-89.

( ASHOK KUMAR )
For Secretary Railway Board.

ANNEXURE-I

(66)

| S.No. | Location | Name of the structure which infringes. | Chapter & item | Prescribed Dimensions. | Existing actual Dimensions. | Amount of infringement. |
|---|---|---|---|---|---|---|
| 1. | New Delhi Railway Station Pf No.4&5. at Kms.1537.66 | Proposed additional staircase of second foot over bridge on platform No.4 & 5. | Chapter-II Item 7(i), | 5180 mm at platform level increasing uniformly to 5330 mm at 305 mm above platform level. | 4755 mm at 305 mm above platform level. | 575 mm |
| | | | Item 7 (ii | 5330 mm from 305 mm above platform level to 3430 mm above Rail level. | 4755 mm at 305 mm above platform level. | 575 mm |
| | | | Item 7(iii) | 5330 mm at 3430 mm above Rail level decreasing uniformly to 3810 mm at 4115 mm above Rail level. | 4808 mm at 3430 mm above Rail level. | 522 mm |

(167)

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

No.89/CEDO/SR/15 New Delhi dated 30.6.89.

The General Manager,
Western Railway,
Churchgate,
Bombay.

Sub: Running of BRN wagons on various broad gauge sections of Western Railway.

.....

With reference to your application No.W.636/15/80 dated 10.5.89 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 Rail Wagon type 'BRN' fitted with modified CASNUB-22W(M) bogies, non transition centre buffer couplers and twin pipe graduated release air brakes to RDSO's drawing No.WD-84013-S-1 having a maximum axle load of 20.32t the following B.G. sections at a max. permissible speed shown against each.

| S.No. | Sections | Maximum permissible speed in (KMPH) |
|---|---|---|
| 1. | Vasai Road- Bulsar - Surat | 65 |
| 2. | Surat - Baroda - Godhra | 65 |
| 3. | Godhra - Ratlam - Nagda | 65 |
| 4. | Nagda - Kota - Mathura | 65 |
| 5. | Kota- Ruthiyai | 65 |
| 6. | Nagda - Ujjain - Bhopal | 50/65(50 with double headed operation & 65 with single headed operation) |
| 7. | Anand - Godhra | |
| a) | Anand - Od | 50 |
| b) | Od - Godhra | 65 |
| 8. | Vadodara - Anand -Sabarmati - Viramgam | 65 |
| 9. | Viramgam - Hapa | 50 |
| 10. | Udhna - Jalgaon | 65 |
| 11. | Chandlodiya - Gandhinagar | 65 |
| 12. | Hapa - Okha | 65 |
| 13. | Kanalus - Porbandar | 65 |
| 14. | Kanalus - Sika | 50 |
| 15. | Viramgam - Gandhidham | 50 |

The sanction is subject to 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. The sanction is furthur subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No. 1 of 1989 and all other certificates accompanying your application referred to above. The Railway shall also ensure that all carriage and wagon staff in other Divisions where Broad Gauge system exist such as Bhavnagar, Rajkot and Ajmer are made fully conversant with the maintenance of air brake equipment and Casnub 22-W(M) bogies with provision of adequte spares in such depots.

The Railway Ministry also sanction the condonation of infringement to item 13(b) of Chapter-IV(A) of the B.G. Metric Schedule of Dimensions (1973) involved in the running of above 'BRN' wagon as detailed in Form-XI accompanying your application referred to above.

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

-/2

No.89/CEDO/SR/15 New Delhi dated 30.6.89

Copy forwarded to:

1. The Chief Commissioner of Railway Safety, 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 Annxe, Maharishi, Karve Road, Bombay-400020 w.r.t. his letter No.12-5/261/163 dt.24.5.89

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

(ASHOK KUMAR)
for Secretary Railway Board.

(169)

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

A.K.P.Unny
Jt.Secretary

No.90/RB(W)/Farewell
Date: 25.6.90.

My dear friends,

During this month (June 1990) fifteen of our colleagues will retire, fourteen after attaining the age of superannuation and one voluntarily. To bid them farewell, the special function will be held in the Conference Hall on the last working day of the month viz. 29.6.90. The function will start at 16.45 hrs. sharp.

Shri M.N.Prasad, Chairman, Railway Board has kindly consented to preside over the function.

You are all cordially invited to attend the function and bid them farewell.

Yours sincerely,

(A.K.P.Unny)

To

FC/MS/MT/ML/ME/MM

Secretary, Railway Board.

Adviser(Elec.), Adviser(S&T), Adviser(CE), Adviser(Works), Adviser(TD), Adviser(Traffic), Adviser(P), Adviser(B) Adviser(Staff), Adviser(Flg.), Adviser(MS), Adviser(Mech.) Adviser(PU), Adviser(Stores), Adviser(Comml.), Adviser(MTP), DG/RPF, DG/FHS.

PS/CRB

All Officers and Staff of Railway Board.
Secretary, Rly. Board Class-I Officers Association.
Secretary, Rly. Board Class-II Officers Association
Secretary, Rly. Board Ministerial Staff Association.
Secretary, Rly. Board Class-IV Staff Association.
Secretary, Rly. Officers Association.
Distt. Secretary, Rly. Board Bharat Scouts & Guides Assn.
Shri B.Sreedharan, M.E.
Shri S.K.Kashyap, Adviser Telecom
Shri A.Gowda Naick, DIG/RPSF
Shri B.K.Bhatia Jt. Dir.
Shri R.C.Kulshreshta, Dy. Dir.
Shri R.C.Sehgal, S.O.
Shri B.K.Mangoon, Sr. P.A.
Shri B.B.Rajput, Sr. P.A.
Shri D.P.Gulati, Sr. P.A.
Shri S.S.Chowdary, Cypher Officer
Shri S.B.Garg, T.A.
Shri M.A.Lari, Traffic Insp.
Shri R.Ananthan, Loco Insp.
Smt. S.Hemavathi, Asstt.(Vol.)
Shri Jagtin Ram, C.Supvr.Roneo

(170)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

ए. के. पी. अण्णि
संयुक्त सचिव

सं. 90/आर बी(डब्ल्यू)/फेयरवेल
दिनांक : 25. 6. 90

प्रिय साथियों,

इस माह (जून 1990) के दौरान हमारे पंद्रह सहयोगी, जिसमें चौदह अधिवर्षिता की आयु प्राप्त करने पर और एक स्वेच्छा से सेवानिवृत्त होंगे। उन्हें विदाई देने के लिए विशेष समारोह महीने के अंतिम कार्यदिवस अर्थात् 29. 6. 90 को कांफ्रेंस हाल में आयोजित किया जायेगा। समारोह ठीक 16.45 बजे शुरू होगा।

श्री एम. एन. प्रसाद, अध्यक्ष, रेलवे बोर्ड ने समारोह की अध्यक्षता करना सहर्ष स्वीकार किया है।

आप समारोह में उपस्थित होने और उन्हें विदाई देने के लिए सादर आमन्त्रित हैं।

भवदीय,

(ए. के. पी. अण्णि)