GUARD FILE 1991 Pt. III

(1)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 3-7-1991. 19

No.[illegible]

To
Southern Railway,
Park Town,
Madras - 600 003.

Sub: Running of WAG-4 BG AC Electric Locomotives to Sketch No.SEL.721 on various BG sections of Southern Railway.

.....

In view of the position explained in your application No.W.368/[illegible]/2/Vol.IV dated 5.3.90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of WAG-4 BG AC Electric Locomotives having an axle load of 22.3t to Sketch No.SEL.721 on the 16 BG Sections of your railway at a maximum speed shown against each section in the Joint Safety Certificate.

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 and observance of additional speed restrictions as may be imposed by CEE due to condition of OHE or any other reason. It is further subject to observance of all other conditions/stipulations made in the Joint Safety Certificate No.511 BG dated 16.2.90 (Revised dated 1.10.90), RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The locomotives infringes item 12 and 13 of Chapter IV(C) of BG Schedule of Dimensions (1973) as shown in Form-XI. These infringements have already been condoned vide para 3 of Board's letter No. 67/WDO/SR/31 dated 16.1.68.

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

No.91/CEDO/SR/11. New Delhi, dated 3-7-1991.

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(3)/90 dated 11.6.91.

2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No. 177 dated 21.5.91.

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

(S.M. SINGLA)
for Secretary, Railway Board.

(3)

GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
Railway Board (

No.91/CBRO/BS/1.

New Delhi, Dated 5-7-91.

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

Sub:- Rebuilding the existing 4 x 3' dia. armco pipe bridge No.116/A by 4x900 dia. RCC Pipe bridge by pushing method at Km:103/10-11 on BRI-BTD Section.

Ref:- Your application No.W.65/27/120(W3) dated 25-4-1991.

In view of the position explained in your above quoted application sent thrbugh the Chief Commissioner of Railway Safety Lucknow, the approval of Ministry of Railways is hereby communicated to the continuation of negative free board of 455 mm as against 1000 mm free board required as per Clause 4.9 of Bridge Sub-Structure Code while rebuiding Bridge No.116/A as per Plan No.CE(W) 12369/B-D, 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&C),
Railway Board.

No.91/CBRO/BS/1.

New Delhi, Dated 5 -7-91.

Copy forwarded for information to:-

1) The Chief Commissionar of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(6)/90 dated 20-5-91.

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.221/1/95 dated 17-5-91.

(A.K.MEHROTRA)
for Secretary Railway Board.

(4)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.90/CEDO/SD/18. [illegible] dated 9-7-91.

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

Sub:- Schedule of Dimensions - Broad Gauge- Ujjain - Bhopal section.

With reference to your application No.NBRE/EL/W.73/0 dated 9-4-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements to item 13(ii)(c) of Chapter-I of B.G.Schedule of Dimensions (1973) in connection with implantation of 17 Signal Structures - 2 in Shujalpur, 2 in Kalapipal, 2 in Parbati, 5 in Seshore, 1 in Bakanian Bhaunri and 5 in Bairagarh having clearances varying from 2235 mm to 2355 mm from centre line of track on Nagda-Bhopal section as shown in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock for which separate application will be necessary.

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

No.90/CEDO/SD/18. New Delhi, Dated 9-7-91.

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(6)/90-III dated 29-4-91.

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.221/85 dated 12-4-91.

(S.M.SINGLA)
for Secretary Railway Board.

(5)

span

No.89/CEDO/SD/11. 10-7-1991.

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

Sub: Jolarpettai - Erode Section - Proposed BG bye-pass line near Karuppur in connection with Thermal Power Plant Siding for TNEB at Mettur Dam - Condonation of - requested.

Ref: Your office letter No.W.450/1/46/CN/ Vol.XII dated 10.12.90.

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Please refer to this office letter of even number dated 2.1.91 (copy enclosed for ready reference) and expedite an early reply.

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

DA : As above.

(6)

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

No.91/CEDO/ORI/9.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan New Delhi-110001, dated 10-7-91.

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

Sir,

Sub:- Doubling of track between Tamberam and Chengalpattu - Opening of the New Second Main line between Singaperumal Koil and Chengalpattu stations (8.36 Kms.) for the public carriage of passengers, with electric traction.

With reference to your Endorsement No.RE.10-T(15)/90 dated 16-5-91, 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 with electric traction as per his letter No.50 dated November 90.

yours faithfully,

(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/9. New Delhi, Dated 10-7-91.

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.50 dated November,90.

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 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 more ferro copy of the Index Plan and Section may please be sent to this office.

(S.M.SINGLA)
for Secretary Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(7)

No.91/CEDO/SR/8. रेल भवन, नई दिल्ली-110001, India
Rail Bhavan, New Delhi-110001, dated 11-7-1991.

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

Sub: Design of MG bogie covered wagon type 'MBCN' with 14t axle load - Condonation of Infringements.

.....

In view of the position explained in your application No.CT/DG/LW/MBCN dated 4.4.1991 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 involved in the design of 14t axle load 'MBCN' wagon to RDSO's Drg.No. WD-90068-S-00 (Alt.1) as detailed in Annexure-I accompanying your application referred to above.

S.No.	Clause No. Chapter IVA	Description	Dimension laid down in MG Schedule (1963)	Proposed dimensions for 'MBCN' wagon
1.	No.13	Maximum height above R.L. for centres of buffers for unloaded vehicle.	585	721
2.	No.14	Minimum height above R.L. for centres of buffers for fully loaded vehicle.	535	671

The sanction is subject to the condition that these wagon will run as a special rake coupled to a modified/new loco motive with increased coupler height as these wagons cannot be used by attaching to any of the existing locomotives or wagons with maximum coupler height of 585 mm (unloaded)/minimum coupler height of 535 mm (loaded). A suitable clause to this effect shall be inserted by RDSO while issuing the Speed Certificate of this wagon.

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

Contd..2/-

(8)

No. 91/CEDO/SR/8. New Delhi, dated 11-7-1991.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226 011 with reference to his Endorsement No. RS.18-T(2)/[illegible] dated [illegible].

(S.M. SINGIA)
for Secretary, Railway Board.

(9)

No.90/CHDO/ORI/3. 11-7-91.

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

Sub:- Opening of New line between Bhadrachellam Road and Manuguru stations on Secunderabad Division of South Central Railway.

Please refer to Endorsement No.2 of this office letter of even number dated 9-7-90 (Copy enclosed for ready reference) and expedite the reply.

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

(10)

No.90/CEDO/ORI/4. 11-7-91.

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

Sub:- Report of Inspection prior to opening to passenger traffic of permanent diversion between Km 112/3 and 113/13 of the existing non-energised BG single line track between Gulbarga and Vikrabad in Wadi-Secunderabad Division of South Central Railway.

Please refer to Endorsement No.2 of this office letter of even number dated 27-6-90 (Copy enclosed for ready reference) and a subsequent reminder of even number dated 12-12-90 and 5-2-91 and expedite the reply.

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

(11)

No.89/CEED/SB/12. 12-7-1991.

The General Manager (Engg.),
Railway Electrification,
Head Quarters Office,
Allahabad.

Sub:- Khandwa - sanction of Railway Board to adopt lower values of Overhead clearance at Khandwa ROB.

Ref:- Your application No.RE/Engg./W-I/27 dated 4-1-91.

Please refer to Para-I of 'Remarks Column' of Form-XI enclosed with your above quoted application. RDSO's letter No.EDI/CHI/RC/AC dated 30-12-1987 referred to therein showing the guide lines to adopt reduced vertical clearance is not available in this office. It is therefore requested that a photocopy of the same may please be sent to this office immediately.

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

(12)

No.90/CEDO/OHI/6. 12/7/91.

The General Manager (Construction),
North Eastern Railway,
Gorakhpur.

Sub:- Conversion of Mau-Aunrihar single line section of North Eastern Railway's Varanasi Division from M.G. to B.G.

Ref:- Your office letter No.W/CON/520/1/MAU-ARJ/M-I dated 14-8-1990.

Para 2 of your above quoted letter is reproduced below:-

"The action is being taken on CCRS's Inspection Report prior to the opening of the above line and compliance will be reported."

Since no compliance of his inspection report has so far been sent to Chief Commissioner of Railway Safety Lucknow under advice to this office inspite of reminder of even number dated 11-2-91, it is requested that the same may please be expedited.

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

(13)

S.M. SINGLA,
EXECUTIVE DIRECTOR CIVIL ENGINEERING(G).

D.O.No.91/CEDO/SR/Misc. New Delhi, dated 12-7-1991.

My dear RAVINDRA,

Sub: Procedure for certification of maximum permissible speed for rolling stock.

Ref: Your DO.No.310/71 dated 3.7.91.

.....

As desired, please find enclosed a photo copy of this office letter No.75/WDO/SR/9/0 dated 8.7.80 for reference and use in your office. The date 8.7.90 quoted in your D.O. is a typographical error which may be corrected to read as 8.7.80.

With regards,

Yours sincerely,

Sd/11/7

(S.M. SINGLA)

Shri M. RAVINDRA,
Director,
Indian Railway Institute
of Civil Engineering,
PUNE - 411 001.

S 14

H.K.L. JAGGI,
ADVISER CIVIL ENGINEERING.

D.O.No.88/CEDO/SR/27. New Delhi, dated 12-7-1991.

My dear MONGA,

Sub: Running of 22t axle load BOXN wagons on K.K. Line.

Ref: i) Your DO No.G/WAGON/BOBR dated 17.9.90.

ii) This office DO No.88/CEDO/SR/27 dated 6.12.90.

iii) This office DO No.88/CEDO/SR/27 dated 24.1.91.

.....

The quarterly progress reports for track renewal and strengthening of bridges on K.K. line were required to be sent to Board every quarter as per this office letter of even number dated 16.4.90. The last progress report received is dated 17.9.90 which shows the replacement of 90 R track upto August '90 and the targets for 1990-91 and 1991-92. Despite D.O. reminders of even number dated 24.1.91 and 30. 4.91 from EDCE/G to your CBE no further reports are received. It is therefore requested that the required progress report may be sent to this office regularly and timely.

The next meeting with Adviser(Plg.) in Board's office is scheduled to be held on 6.8.91. The progress report showing the uptodate progress should be made available to this office by 25.7.1991, the latest.

Moreover, Adviser(Plg.) vide his D.O. dated 6.12.90 quoted at reference ii) above had desired an investigation to know if it is possible to run 22t axle load BOXN wagons on Kottavalasa - Vishakhapatnam Port Section and to Vishakhapatnam Steel Plant. In case, it is found that it is not possible to run 22t BOXN wagons on this section, arrangements should be made to strengthen it also. Results of your examination may also be expedited.

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

Shri L.C. MONGA,
Chief Engineer,
South Eastern Railway,
Garden Reach,
CALCUTTA.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(15)

No.90/CEDO/SR/28. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan New Delhi-110001, dated 15-7-1991

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

Sub: Design of 21500 mm long MG Coach with 2745 mm width - Condonation of Infringements.

Ref: Your application No.CT/LC/MG dated 16.1.1991.

.....

Your above quoted application has been received in this office duly forwarded through the Chief Commissioner of Railway Safety Lucknow. It is noted that except for 34 locations at 18 stations on Western Railway, all other MG railways have look bars of standard length of 12810 mm.

Keeping in view the safety requirements, Ministry of Railways have decided that before your application dated 20.9.90 for condonation of infringements in the design of 21500 mm long X 2745 mm wide MG coach is considered, it may be confirmed that all MG railways have been either provided with 12810 mm long standard look bars or with suitable track circuits, for the purpose of running longer length MG coaches. The matter may accordingly be pursued with the railways and reply sent at an early date.

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

No.90/CEDO/SR/29. New Delhi, dated 15-7-1991.

Copy forwarded for information to the Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(2)/90 - Pt dated 19.6.91.

(S.M. SINGLA)
for Secretary, Railway Board.

(16)

No-91/CEDO/BR/1. New Delhi, Dated 15 - 7 - 91

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

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

3) The General Manager (Bridges),
South Central Railway,
Head Quarters Office,
Secunderabad - 500 371.

4) The General Manager (Bridges),
Western Railway,
Head Quarters Office,
Churchgate,
Bombay - 400 020

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,91.

Please refer to this office letter of even number dated 22-3-91 (Copy enclosed) followed by reminder of even number dated 27-6-91. The information pertaining to Major and Minor Bridges as on 31-3-91 which was required to reach this office by 30th June,91 has not so far been reached.

It is therefore requested that the required information may please be sent immediately.

DA:-One.

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

(17)

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

No.91/CEDO/BR/1. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 22-3-1991.

The General Managers(Bridges),
All Indian Railways.

Sub: Major and Minor Bridges on Indian Railways as on 31st March, 1991.

*****

The Board desire to be furnished with Statement 'A' of Major and Minor Bridges and Statement 'B' of Number of Bridges with Waterways (Proforma enclosed herewith) as on 31st March, 1991 on your Railway for the Draft Para in the Annual Administrative Report of Indian Railways.

The required information may please be sent to this office latest by 30th June, 1991. If there is any increase (+) or decrease (-) in the number of Bridges as on 31st March, 1991 vis-a-vis as on 31st March, 1990 the same may suitably be explained in the foot notes.

The receipt of this letter may please be acknowledged.

DA: one

(A.K. MEHROTRA)
Executive 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)				Tot (Col Col
	Railway Bridges	ROBs	RUBs	Total	Railway Bridges	ROBs	RUBs	Total	
1	2	3	4	5	6	7	8	9	10
31 - 3 - 1990									
31 - 3 - 1991									
Increase/Decrease over previous year figure									
Reasons for Increase/Decrease									

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

Position as on	Span in metres/feet				
	30.5 m (100 ft)& Above	18.3 m (60 ft)& Above to less than 30.5m (100ft	6.1 m (20 ft) & Above to less than 18.3m (60ft	Less than 6.1m (20ft	Total
1	2	3	4	5	6
31 - 3 - 1990					
31 - 3 - 1991					
Increase/Decrease over previous year figure					
Reasons for Increase/Decrease					

Note:- A Bridge which has a total waterway of 18.3 m (60 lineal feet) or more or which has clear opening of 12.2 m (40 lineal feet) or more in any one span is classed as Major Bridges otherwise a Minor

(19)

No.91/CEDO/BR/1. 15-7-91.

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

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,91.

Ref:- Your office letter No.W-3/65/12/ Vol.II dated 5th April,91.

Please refer to your office letter quoted above. The information pertaining to Major and Minor Bridges as on 31.3.91, which was required to reach this office by 30th June,91 has not so far been reached.

It is therefore requested that the required information may please be sent immediately.

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

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

(20)

No.91/CSDO/[illegible]. Rail Bhavan, New Delhi-110001, dated 16-7-91.

The General Manager,
Chittaranjan Locomotive Works,
Chittaranjan

Sub:- Requirement of BG and MG Schedule of Dimensions.

Ref:- Your office letter No.GM/G/Ruling/5/Pt.I dated 11-3-91.

Please refer to your office letter quoted above, underwhich you have intimated your requirement of BG & MG Schedule of Dimensions as 12 and 2 copies respectively for official use of your Administration.

At the same time General Manager (Mech.), CLW vide his letter No.IL/Misc. dated 23/26-3-91 (Copy enclosed for ready reference) has stated that they require 16 copies each of BG & MG Schedule of Dimensions.

Ministry of Railways desire that the two sets of requirement may please be reconciled and finally advised to this office.

(S.M.SIKKA)
Executive Director Civil Engineering (G),
Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(21)

No.91/CEDO/SD/13.

रेल भवन, नई दिल्ली-110001, दिनांक 19

Rail Bhavan New Delhi-110001, dated 16-7-91.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub:- Requirement of BG & MG Schedule of Dimensions.

Ref:- Your office letter No.W/544/Books/Track/7 dated 1st April,91.

Please refer to your office letter quoted above, under which you have intimated your requirement of BG & MG Schedule of Dimensions as 100 and 300 copies respectively for official use.

At the same time General Manager, North Eastern Railway vide his letter No.W/544/Books/Track/7 dated 2-4-91 (Copy enclosed for ready reference) has stated that they require 300 copies of BG Schedule of Dimensions & 600 copies of MG Schedule of Dimensions.

Ministry of Railways desire that the two sets of requirement may please be reconciled and finally advised to this office.

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

No. 91/CEDO/SD/10. 17 - 7 - 1991.

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

Sub:- Raipur - Vizianagaram Patch Doubling (Phase-I) Administrative approval for maning grades steeper than 1 in 1200 with in the existing station yard limits.

Ref:- Your application No.CAO/C/VSKP/D/Opening of lines/6921 dated 17-6-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of proposed gradients at ten stations yards out of 11 station yards (excepting Therubali Station) mentioned under column 5 of the enclosure accompanying your application referred to above on Raipur-Vizianagaram section of South Eastern Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No. 88/CEDO/SD/8 dated 6-9-1989.

It is noted that the proposed gradient at Therubali station yard is flatter than 1 in 1200.

Sd/-

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

Spare (23)

H.K.L. JAGGI,
ADVISER CIVIL ENGINEERING.

D.O.No.89/CEDO/SR/17. New Delhi, dated 19-7-1991.

My dear GUPTA,

Sub: Details of Rail Section on the routes identified for running of BOBR Wagons.

Ref: Your office letter No.W.630/0 Pt.IV dated 25.7.89.

.....

Reference may be made to Singla's D.O. of even number dated 17.12.90 on the above noted subject followed by D.O. reminders dated 22.3.91 and 15. 5.91. The required information in the prescribed proforma is still awaited from your railway. The decisions on the issues involved are being delayed for want of information from your railway. All other railways have furnished the inform[illegible]

Will you kindly look into the matter and ensure that the required information reaches this office without any further delay.

Yours sincerely,

(H.K.L. JAGGI)

Shri M.L. GUPTA,
Chief Engineer,
Eastern Railway,
Calcutta.

(24)

No.88/CEDO/CRS/IR/3. 23-7-91.

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

Sub:- CRS's Inspection Report on South Eastern Railway BSP Division for the year ending 31st March,88 Part-I.

Ref:- Your office letter No.TC/INSP/CRS/BSP/Pt.I/88/4367 dated 10-12-1990.

Please refer to this office letter of even number dated 14-1-91 (Copy enclosed for ready reference) and a subsequent reminders of even number dated 5-4-91 and 30/31-5-91 and expedite the reply.

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

(25)

No.88/CEDO/ CRS/IR/15.

24-7-91.

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

Sub:- Inspection notes of CRS/SCO/SC Vikrabad-Parli-Vijnath section of SC Division.

Ref:- Your office letter No.W.247/1/16/SC dated 21-11-90 and 27-6-91.

Please refer to your office letter quoted above. Para 5 of CRS's inspection report is reproduced below:-

" It is observed that some of the coaches running on this branch line are still having wooden battery boxes, Railway Board had issued instructions long ago for replacement of wooden battery boxes with steel ones. Action may kindly be taken to replace them early."

The remarks against para 5 of CRS's inspection report which pertains to Electrical Department are still awaited. It is therefore requested that matter may be persued with Electrical Department and your railway's remarks against para 5 of CRS's Inspection report may please be sent without any further delay.

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

(26)

24-7-91.

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

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

Attention:- Shri.Bijit Mitra, Chief Planning & Design Engineer.

Sub:- CRS's Inspection Report on Chakradharpur Division for the year ending 31st March,1988, Part-II.

Ref:- Your office letter No.TG/INSP/CRS/CHP/Pt.II/88/2 dated 01/2-1-91.

Please refer to your office letter quoted above addressed to Commissioner of Railway Safety, South Eastern Circle, Calcutta (Copy enclosed) which says that compliance report for para 8.4(a) of CRS's inspection report in respect of Bano station will follow. The said compliance report has not so far been sent to Commissioner of Railway Safety, South Eastern Circle, Calcutta under advice to this office inspite of reminder of even number dated 31-3-91. It is therefore requested that despatch of the same may please be expedited.

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

(27)

No.88/CEDO/CRS/IR/10. 25-7-91.

The General Manager (Works),
South Central Railway,
Works Branch,
Secunderabad - 500371 (A.P.)

Attention:- Shri.Shyam Kumar, Chief Engineer/South.

Sub:- Inspection Report of South Central Railway - Guntakal Division for the year ending 31-3-88 of the section Guntakal-Cuddapah and Gudur-Renigunta - Part-III.

Ref:- Your office letter No.W.247/1/16/GTL dated 13-2-1991.

Please refer to this office letter of even number dated 26-2-91 (Copy enclosed) followed by reminder of even number dated 13-6-91. In this connection your kind attention is drawn to para 2 & 3 of the letter. In terms of these paras your railway was requested to send replies to para 5.2 and para 8.0 to para 13 of CRS's Inspection Report. The present position of replies received from your railway as under:-

1. No reply has so far been received to para 5.2.
2. Replies to para 11.1 to 11.5 has been received under CME's letter No.M.147.18.6.1 dated 17-5-91.
3. Replies to para 13.2.1 and 13.2.2 has been received under Dy.CMO's letter No.MD.117/4/Vol.5 dated 4-3-91 with the remarks that para 13.2.3 and 13.3 pertains to DRMs and para 13.4 does not pertain to Medical Department.

Ministry of Railways therefore desire that the concerned departments may be persued and replies to the remaining paras i.e., 8, 9, 10, 12, 13.1, 13.2.3, 13.3, 13.4 and para 5.2 may please be sent immediately.

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

(28)

No.88/CEDO/CRS/IR/10. New Delhi, Dated 26-2-1991.

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

Attention:- Shri.Shyam Kumar, Chief Engineer/South.

Sub:- Inspection Report of South Central Railway - Guntakal Division for the year ending 31-3-88 of the section Guntakal-Cuddappah and Gudur-Renigunta - Part-III.

Ref:- Your office letter No.W.247/1/16/GTL dated 13-2-1991.

Para 5.2 of the above Inspection Report has not been fully replied. The Railway is silent about the supply of adequate number of posts to the Gate Keeper for displaying danger signal in the event of any obstruction at the level crossing.

Ministry of Railways therefore desire that the balance part reply to para 5.2 regarding supply of adequate number of posts to the Gate Keeper may also be sent early.

Necessary reply to Para 8.0 to para 13 may also get expedited as a period of nearly three years has elapsed since CRS's inpection took place and the action on Inspection Report is still incomplete inspite of repeated reminders.

Sd/-
(S.M.SINGLA)
Executive Director Civil Engineering (G)
Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(29)

रेल भवन, नई दिल्ली-110001, दिनांक

No.91/CEDO/Density Chart. Rail Bhavan, New Delhi-110001, dated 25 -7-1991.

The General Manager (Engg),
C, E, N, S.C, S.E and W, Railways.

Sub: Density Chart.

Please refer to this office letter of even number dated 21.6.91 copy enclosed for ready reference. Five copies of the Density Chart alongwith two copies of the prescribed proforma duly filled in may please be sent by return post as the same are required for immediate reference in this office.

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

DA : As above.

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

(30)

No.91/CEDO/Density Chart. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan, New Delhi-110001 dated 21-6-1991

The General Manager (All Indian Railways).
All Indian Railways.

Sub: Density Chart.

....

The chart showing the Traffic Density on various routes in 'GMT' are very frequently required for reference and use in the Board's Office.

Ministry of Railways therefore desire that the 'GMT' figures during 1990-'91 may be indicated on various sections on a system map of your railway and five copies of the same furnished to this office at an early date. It is observed that some of the railways are indicating on Charts figures in GTKM and not in 'GMT'. In order to have the information in Board's office on uniform basis, it may please be ensured that the density of the section on chart is indicated in Gross Million Tonnes only and not in Gross Tonne Kilometres. A statement showing the density as per the proforma enclosed may also/ please be furnished in duplicate.

The receipt of this letter may please be acknowledged.

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

DA : As above.

RAILWAY.

DENSITY IN GROSS MILLION TONNES PER ANNUM DURING 1990-91

S.No.	SECTION	ROUTE KILOMETRAGE OF THE SECTION.	WHETHER THE SECTION IS SINGLE/DOUBLE/ TRIPLE.	WHETHER ELECTRIFIED/ NON ELECTRIFIED.	DENSITY IN GROSS MILLION TONNES PER ANNUM 20 - 91	
					UP	DN.
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						
13.						
14.						
15.						

Note:- Three separate statements are required to be furnished in this proforma for BG, MG and NG. Each statement should indicate the break up of the various routes as under:-

BG

Group 'A' Routes:
Group 'B' Routes:
Group 'C' Routes:
Group 'D' Routes:
Group 'E' Routes:

MG

'A' Routes
'B' Routes
'C' Routes
'D' Routes
'E' Routes

NG

NG Routes

(31)

(32)

No.91/CEDO/SD/2.

26-7-91.

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

Sub:- Opening of a new B.G.Railway line from Koraput to Rayagada (Singapur Road) - dispensation for having station yards on grades steeper than 1 in 1200.

Ref:- Your application No.CAO/C/VSKP/D/Y/K-R/Pt.V/2887 dated 29-1-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of proposed gradients at ten station yards out of eleven station yards (excepting Tikiri station yard) shown in the enclosure accompanying your application referred to above on Koraput-Rayagada new B.G.line of South Eastern Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

It is noted that the proposed gradient at Tikiri station yard is 1 in 1200.

Sd/-
(S.M.SINGLA)
Executive Director Civil Engineering (G),
Railway Board.

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

(33)

No.91/CEDO/SD/2.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 19
26-7-91.

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

Sub:- Opening of a new B.G.Railway line from Koraput to Rayagada (Singapur Road) - dispensation for having station yards on grades steeper than 1 in 1200.

Ref:- Your application No.CAO/C/VSKP/D/Y/K-R/Pt.V/2887 dated 29-1-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of proposed gradients at ten station yards out of eleven station yards (excepting Tikiri station yard) shown in the enclosure accompanying your application referred to above on Koraput-Rayagada new B.G.line of South Easter Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

It is noted that the proposed gradient at Tikiri station yard is 1 in 1200.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

Spare (34)

No.91/CEDO/SR/12. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 26-7-1991.

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

Sub: Running of WDM-7 class Diesel Electric Locomotive fitted with Conical Thrust pads in the end axle boxes upto a maximum permissible speed of 95 Kmph or a sectional speed whichever is less on the various BG sections on C.Railway.

.....

Please refer to your application No.W.681/Y.66/BR/III dated 10.5.91 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of 16t axle load WDM-7 class Diesel Electric Locomotive fitted with conical thrust pads in the end of the axle boxes incorporating DLW built 12 cylinder 251 B engine of 1977 h.p. and BHEL make 4501 AZ traction motors to RDSO Sketch No.DL-3934 Alt.Nil on the 29 BG sections of your railway as shown in the Joint Safety Certificate at a maximum speed of 95 Kmph or at sectional speed whichever is less.

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to 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.

The sanction for condination of infringements to clause 11(ii) and 12 of Chapter-IV(C) and Maximum Moving Dimensions of 1929 as shown in Diagram No. 1A and others of BG Schedule of Dimensions (1973) involved in the running of WDM-7 Diesel Electric Locomotive have however already been condoned under this office letter No.87/WDO/SR/5 dated 26.5.87.

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

Contd...2/-

No.91/CEDO/SR/12. New Delhi, dated 26 -7-1991.

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)/90-Vol.II dated 19.6.91.

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.C-II(91)/87-340 dated 15.5.91.

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

(S.M. SINGLA)
for Secretary, Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(35)

No.91/CEDO/SD/2.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 19
26-7-91.

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

Sub:- Opening of a new B.G.Railway line from Koraput to Rayagada (Singapur Road) - dispensation for having station yards on grades steeper than 1 in 1200.

Ref:- Your application No.CAO/C/VSKP/D/Y/K-R/Pt.V/2887 dated 29-1-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of proposed gradients at ten station yards out of eleven station yards (excepting Tikiri station yard) shown in the enclosure accompanying your applicati referred to above on Koraput-Rayagada new B.G.line of South East Railway as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989

It is noted that the proposed gradient at Tikiri stati yard is 1 in 1200.

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

(37)

No.88/CEDO/ORI/20. 5-8-91.

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

Sub:- Opening of the new double line between Hussainsagar Junction and Lingampalli for passenger traffic - Date of opening.

Ref:- Your office letter No.W.Con.347/C/57 dated 13-11-89.

Please refer to this office letter of even number dated 7-2-91 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

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

(38)

S No 15

No.88/CEDO/ORI/20.

7-2-91.

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

Sub:- Opening of the new double line between Hussainsagar Junction and Lingampalli for passenger traffic- Date of opening. S.No.9

Ref:- Your office letter No.W.Con.347/C/57 dated 13-11-89.

The action taken on various observations made by CRS, South Central Circle, Secunderabad in his Inspection Report of the above noted section was required to be advised to CRS direct under advice to this office in terms of endorsement No.2 to this office letter of even number dated 3-1-1989 (S No 2) (Copy enclosed for ready reference). But, it is regretted that no action has so far been taken by your railway inspite of reminders dated 20-3-90 & 15-11-90. (S No 11 & 13)

Ministry of Railways therefore desire that the action taken may please be advised to CRS, South Central Circle, Secunderabad immediately under advice to this office.

The receipt of this office letter may please be acknowledged.

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

(39)
(S)

S.M. SINGLA,
Executive Director Civil Engg.(G).

D.O.No. 91/CEDO/SR/13. New Delhi, dated 30-7-1991.

Dear Shri BABU,

Sub: Movement of ISO Container on MG system - survey of.

.....

In concluding para of your DO letter No.W/341/0/4/150/W-7 dated 13.7.91 addressed to Shri O.P. Jain, DG/RDSO, copy endorsed to ME/Railway Board, it is mentioned that condonation of infringements and sanction for running of ISO Containers loaded on MG Flat Wagon (MBR) on regular basis has been requested from Board.

The said application has not been received in Board's office so far. It is requested that some one may be deputed to chase the proposal for condonation in CRS/CCRS's office and forward to this office so that further action can be taken. In the meantime, a copy of the letter may be sent so that the proposal can be looked into.

With regards,

Yours sincerely,

S/01

(S.M. SINGLA)

Shri S.H. BABU,
General Manager,
N.F. Railway,
Maligaon, Guwahati.

(40)

No.88/CEDO/ORI/20 5 -8-91.

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

Sub:- Opening of New Double line between Hussain Sagar Junction and Khairatabad stations for Passenger traffic.

Ref:- Your office letter No.W.Con.347/C/60 dated 26-10-89.

Please refer to this office letter of even number dated 7-2-91 (Copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged.

DA/One.

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

(41)

S. NO. 14

No.88/CEDO/ORI/20. 7-2-91.

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



Sub:- Opening of the new double line between Hussainsagar Junction and Bhairatabad stations for passenger traffic.

Ref:- Your office letter No.W.Con.347/C/60 S.NO.9 dated 26.10.89.

The action taken on various observations made by CRS, South Central Circle, Secunderabad in his Inspection Report of the above noted section was required to be advised to CRS direct under advice to this office in terms of endorsement No.2 S.No.5 this office letter of even number dated 29-3-89 (Copy enclosed for ready reference). But, it is regretted that no action has so far been taken by your railway inspite of reminders dated 20/3/90 & 15/11/90. S.No 10 & 12.

Ministry of Railways therefore desire that the action taken may please be advised to CRS, South Central Circle, Secunderabad immediately under advice to this office.

The receipt of this letter may please be acknowledged.

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

(42)

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

NO.91/CEDO/SR/2.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 6-8-91.

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

Sub:- Running of BG Bogie Container Flat type 'BFKI' on Northern Railway.

Please refer to your application No.519-W/589 dated 17-5-91 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of BG Bogie Flat type 'BFKI' loaded with 2.438 m wide x 2.9 m high (8'-0" x 9'-6") ISO Container to RDSO's Drawing No.CONTR-9012-S/1 having a maximum axle load of 17.35t on Ghaziabad-Mughalsarai BG Section of your railway at a maximum speed of 75 kmph when hauled by diesel traction and 70 Kmph when hauled by steam traction. The sanction for the remaining sections as requested in the Railway's application shall however be accorded by Commissioner of Railway Safety direct.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/44/9 and all other Certificates accompanying your application referred to above.

The 2.438 m wide x 2.9 m high (8'-0" x 9'-6") ISO Container loaded on Container flat infringes the Maximum Moving Dimensions of 1929 as shown in Diagram No.1 A and others of BG Schedule of Dimensions (1973). These infringements have already been condoned under Board's letter No. 88/CEDO/SR/16 dated 16-6-88 and 29-6-90.

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

P.T.O.

(43)

No.91/CEDO/SR/2. New Delhi, Dated 6 -8-91.

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-I(1)/90 Vol.II dated 16-7-91.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226 001 with reference to his letter No.141/1335/91KI dated 18-6-91. The sanction for running on the remaining sections may be issued by you direct as per concluding para of your letter.

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

(S.M.SINGLA)
for Secretary Railway Board.

(44)

No.91/CEDO/BR/1. 9-8-91.

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

Sub:- Major and Minor Bridges on Indian Railways as on 31st March,1991.

Please refer to this office letter of even number dated 22-3-91 (Copy enclosed for ready reference) and subsequent reminders of even number dated 27-6-91 and 15-7-91 and expedite the reply.

This may please be treated as Most Urgent.

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

(45)

No.51/CEDO/SR/1. 9-8-91.

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

Sub:- Major and Minor Bridges on Indian Railways
as on 31-3-91.

Please refer to this office letter of even number dated 25-7-91 (Copy enclosed for ready reference) and expedite the reply.

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

(46)

No.91/CE(D)/BR/1. 9-8-91.

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

Sub:- Major and Minor Bridges on Indian Railways as on 31st March, 1991.

Please refer to this office letter of even number dated 22/3/91 (Copy enclosed for ready reference) and subsequent reminders of even number dated 27-6-91 and 15-7-91 and expedite the reply.

This may please be treated as Most Urgent.

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

(47)

Spare

S.M. Singla,
Executive Director
Civil Engineering(G).

DO No.88/CEDO/SR/27 New Delhi, the 13 -8-91.

Dear Shri Monga,

Sub: Running of 22 t axle load BOXN wagons on KK line.

Ref: (i) Your DO No.G/Wagon/BOBR dt. 17-9-90.
(ii) Adv./CE's DO No.88/CEDO/SR/27 dated 12-7-91.

.....

The KK line was to be made fit for running of 22 t axle load wagons by 31st March/92 but is now expected to be ready by 30th June/92 as advised by Shri Rajendra Pal, C.E.E., South Eastern Railway.

Progress Bar Charts of the works to be done for making the line fit are required to be submitted every quarter but the same are still not being received in spite of D.O. reminders.

Board(ME) has desired that the progress may be included in your Monthly PCDO to ME till the work is completed. Progress for the month ending August/91 may be sent alongwith the PCDO for the month of August/91.

With regards,

Issue Fair Please
13/8

Yours sincerely,

12/8

(S.M. Singla)
O/C

Shri L.C. Monga,
Chief Engineer,
South Eastern Railway,
CALCUTTA.

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

(48)

No.90/CEDO/SD/18. रेल भवन, नई दिल्ली-110001, दिनांक Rail Bhavan New Delhi-110001, dated 16-8-91. 19

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras -600 008.

Sub:- Railway Electrification - Group 72 JTJ-SBC section - Wiring of track in Bangarapet yard - Condonation of Railway Board.

In view of the position explained in your application No.ETR/252/RE/0140 dated 21-2-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the condonation of infringements caused by implantation of 3 OHE Structures having a setting distance varying from 2250 to 2320 mm in connection with wiring of track at Bangarapet yard on Jolarpettai-Bangalore City section of Southern Railway as against 2360 mm + curve allowance required as per item 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) as indicated in Form-XI accompanying your application referred to above.

The sanction is applicable only to condonation of infringements to clearances so far as OHE Structures with respect to 3660 mm (12'-0") wide stock are concerned. A separate sanction from the Competent authority will be necessary before introducing 3660 mm (12'-0") wide stock as per extant rules.

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

No.90/CEDO/SD/18. New Delhi, Dated 16-8-91.

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(7)/90 dated 4th June,1991.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No.1520 dated 22-7-91.

(S.M.SINGLA)
for Secretary Railway Board

(49)

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19-8-91. 19

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

Sub:- Proposed Loops at Lorha on Bilaspur-Katni Section of Bilaspur Division of South Eastern Railway.

Ref:- Your office letter No.DRG/SY/127/Pt.4/134 dated 30-7-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 410 and 1 in 415 at Lorha Station yard on Bilaspur-Katni Section of Bilaspur Division of South Eastern Railway as stated in your above quoted application as against 1 in 1200 gradient decided by the Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-1989.

The approval is subject to a Clause being inserted in the Station Working Rules that no train will be stabled without a live engine on the main line. It is also noted that to avoid any possibility of rolling of wagons, Loops have been provided with isolation with Panel interlocking arrangements.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(50)

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

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19-8-91.

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

Attention:- Shri.M.K.Batra, Chief Planning & Design Engineer.

Sub:- CRS's Inspection Report on Chakradharpur Division for the year ending 31st March, 1988, Part-II.

Ref:- Your letter No.TC/INSP/CRS/CKP/Pt.II/88/2725 dated 17-7-1991.

The compliance report as furnished by you in respect of para 8.4(a) of Bano station appearing in the above mentioned CRS's Inspection Report is reproduced below:-

8.4(a) of Bano:

(i) Length of slip siding = 78.70 Mtrs.
(ii) The P.M.Board is at track centre 4.72 Mtrs and the distance from P.M.Board to the end of slip siding is 28.50 Mtrs.

To enable this office to consider the provisions made by your railway, the standard required length of slip siding against 78.70 Mtrs. provided and the standard distance required from P.M.Board to the end of slip siding as against 28.50 Mtrs. provided may please be advised justifying the length of slip siding and the distance from P.M.Board to slip siding provided by you and a copy of the Plan shown to CRS may also be sent to this office.

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

(51)

No.90/CEDO/Density Chart. -8-1991.

The General Manager,
North Eastern Railway,
Gorakhpur.

Sub: Density Charts.

Ref: Your office letter No.W/275/47/1/
Pt.V/4A dated 26.2.90.

.....

Please refer to this office letter of even number dated 11.5.90 (copy enclosed for your ready reference) followed by reminders dated 8/9.4.91 and 20/21.6.91. In terms of this letter five copies of Density Charts and two copies of Density Statement indicating the G.M.T. for 89-90 were required to be sent to this office immediately for reference and use in this office. But it is regretted that the required charts and statements are still awaited from your railway.

Ministry of Railways therefore desire that the required charts and statements may please be sent to this office without any further delay.

The receipt of this letter may please be acknowledged.

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

DA : As above.

(52)

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

No.91/CEDO/ORI/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 21-8-91. 19

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

Sir,

Sub:- Opening of Down line between Masudan and Dharhara in Malda Division of Eastern Railway for the public carriage of passengers.

With reference to your Endorsement No.RS.10-T(16)/90 dated 16-5-91 and in view of Chief Engineer (S&C)'s D.O.No. CE/CON/W/1600 Pt.II/65 dated 22-7-91, 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. 996/6/I/91 dated 9-1-1991.

yours faithfully,

(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/10. New Delhi, dated 21-8-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, Calcutta with reference to his letter No.996/6/I/T/91 dated 9-1-1991.

2) The General Manager, Eastern Railway, Calcutta with the request that the action taken on CRS's recommendations and suggestions as brought out in Chief Engineer (S&C)'s D.O.No.CE/CON/W/1600 Pt.II/65 dated 22/7/91 may also be advised to CRS direct. Necessary action on the balance items of CRS's recommendations and suggestions may also be taken and CRS informed accordingly in an interleaved copy under advice to this office. One more copy of Index Plan and Section may also be sent to this office.

(S.M.SINGLA)
for Secretary Railway Board.

(53)

No.91/CEDO/SM/1. 21 -8-1991.

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

Sub: South Eastern Railway System Map.

Ref: Your office letter No.DG/Map/Pt.XX dated 16/18.7.91.

.....

It is seen from para 2 of your above quoted letter that Howrah - Panskura (71 Kms) has been shown under Group 'C' route but it is also included in Group 'A' route according to para 202 of 'Permanent Way Manual' which shows Howrah - Nagpur Section under Group 'A' route.

In this connection, it is clarify that once Howrah - Nagpur has been shown under Group 'A' route, the portion of it i.e. Howrah - Panskura cannot be shown under Group 'C' route on the grounds that Suburban trains are also running on this section. On the routes classified as Group 'C' route only Suburban trains are allowed to run and not mail and express trains. You may also refer to the GMT Statement of your Railway sent under your letter No. TC/Traffic/Density/3425 dated 14.9.90 (copy enclosed) wherein while giving the section-wise density in GMT no Group 'C' route has been shown by South Eastern Railway.

Ministry of Railways therefore desire that Howrah - Panskura Section should be treated as Group 'A' route only. Accordingly, you may advise correction in the table of Route Kilometres, Track Kilometres and Section-wise Route Kilometres shown on the System Map of South Eastern Railway.

The receipt of this letter may please be acknowledged.

(S.M. SINGLA)
Exe. Director Civil Engg.(G),
Railway Board.

Encl.: As above.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(54)

No.90/CEDO/SD/18. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan New Delhi-110001, dated 22-8-1991.

The Chief Project Manager,
Railway Electrification,
Egmore, Madras - 600 008.

Sub: Railway Electrification - Groups 70 and 71 - Jolarpettai - Erode and Salem - Mettur Dam section - Wiring of despatch line in Jolarpettai Yard - Condonation of Railway Board.

.....

In view of the position explained in your application No. ETR 252/RE/0150/Vol.II dated 29th January, 1991 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 51 OHE Structures having setting distances varying from 2220 to 2370 mm in connection with wiring of despatch line in Jolarpettai yard on Madras - Erode section of Southern Railway as against 2360 mm + curve allowance required as per item 13(ii)(d) Chapter-I of BG Schedule of Dimensions (1973) as indicated under column 8(b) in Prom-XI accompanying your application referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, dated 22-8-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of RailwaysSafety, Ashok Marg, Lucknow - 226 001 with reference to his Endorsement No.RS.18-T(7)/90 dated 13.5.91.
2. The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar, Bangalore - 560 009 with reference to his letter No. 1521 dated 22.3.91.

(S.M. SINGLA)
for Secretary, Railway Board.

(55)

Spare

No.66/WDO/SR/19. 23-8-1991.

The General Manager,
Central Railway,
Bombay.

Attention : Shri P.P. Joshi.

Sub: Schedule of Dimensions 1676 mm gauge maximum moving dimensions adoption of new Broad Gauge profile to RDSO Sketch No.EDO/T-1043.

Ref: Your letter No.W.444/M2/BR/VI dated 12.3.87 and 4.4.91.

.....

It is noted from your letter dated 12.3.87 that there are following infringements on Central Railway which are involved in the adoption of the profile to EDO/T-1043.

1. At 10 stations 16 Nos. of roof.
2. Tunnels 2 Nos.
3. ROB (Tadali-Ghugus) 1 No.
4. Side Structures (such as WC, signal post etc.) 4 Nos.

Ministry of Railways therefore desire to know whether pending removal of the above infringements by your railway, EDO/T-1043 profile can be adopted with imposition of speed restrictions. at the location of the above infringements

Sd/ 22/8

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

(56)

Spare

H.K.L. JAGGI,
ADVISER CIVIL ENGINEERING.

D.O.No.88/CEDO/IPS/1. New Delhi, dated 27-8-1991.

My dear SAGAR,

Sub: Index Plan and Section.

Ref: Your D.O.No.W/81/4/IPS/W-7
dated 29.7.91.

.....

It is noted from your above quoted D.O. that Index Plan and Section as well as Station Yard Diagrams are updated every three years on your Railway and updating is now due for the period ending March, 1991 which is under process. This inter alia means that Index Plan & Section and Station Yard Diagrams correct as on 31.3.88 are available in your office for despatch.

Since this office does not have even the Index Plan & Section and Station Yard Diagrams correct upto 31.3.88, I shall be thankful if you could immediately send the Division-wise Books of Index Plan & Section and Station Yard Diagrams correct as on 31.3.88 for reference and use in this office. The books correct as on 31.3.91 may be sent early.

With best wishes,

Yours sincerely,

(H.K.L. JAGGI)

Shri C.R. SAGAR,
Chief Engineer,
North Eastern Railway,
Calcutta.

(57)

Spare

No.89/CKDO/SD/12. 21 -8-1991.

The General Manager(Engg.),
Railway Electrification,
Allahabad.

Sub: Khandwa - Sanction of Railway Board to adopt lower values of overhead clearance at Khandwa ROB.

Ref: Your letter No.RE/Engg./W-I/27 dated 4-1-91.

.....

While going through the remarks given under column 11 of Form-XI of infringements, it is seen that as a result of special studies made, the reduced electrical clearances given in RDSO's letter No.ETI/OHI/KC/AC dated 30.12.87 have been kept in view. To enable this office to fully appreciate the problem, the actual reduced electrical clearances which have been kept under Khandwa ROB may be advised against each line confirming simultaneously that these clearances are sufficient or insufficient for movement of 'C' Class ODC.

It may also be seen from remarks given under column11 against item a) that on Up loops No. 1, 2, 3, 5 & 6 'C' class ODC with 4.80 m height can pass whereas under column 7 clearance available on Up loop No. 1, 2, 3, 4 & 5 only have been shown. The position of Up loop No.6 has not been shown. Presumably sick siding has been treated as Up loop No.6 under remarks column No.11. Similarly, DN loops shown under column No.11 against item a) where 'C' class ODC with 4.80m. height can pass are No. 1, 2, 3 & 5 whereas under column No.7 the clearances are shown for DN loops No. 1, 2, 3 & 4. There is certainly a discrepency in the number of DN loops shown under column 11 which should be 1, 2, 3 & 4. It is also seen that no ODC can pass on DN loop 4 & 6. But, the reasons for non-passage of ODC have not been given. Moreover, the clearance available after raising as shown on Drg.No.RE/Civil/BDL/11-88 under existing cross over for DN Road No.6 is 5220 whereas the same is shown as 5200 under column 8 in Prom-XI accompanying your letter referred to above.

Contd...2/-

Ministry of Railways therefore desire that the above clarifications may please be sent early to enable this office to consider the issue of sanction for adoption of lower values of overhead clearances under Khandwa ROB.

This may please be treated as immediate.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(59)

No.89/CEDO/SR/4. रेल भवन, नई दिल्ली-110001, दिनांक / Rail Bhavan, New Delhi-110001, dated 29-8-1991.

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

Sub: Running of 140t BG Diesel Hydraulic Breakdown Crane on Malda Town-New Guwahati (BG) Section of Northeast Frontier Railway.

.....

With reference to your application No.W/341/0/3/Pt.VII/W-7 dated 29.5.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of 140t BG diesel hydraulic break down crane having an axle load of 19.9t supplied by M/s Jessop & Co. Limited, Calcutta to RDSO's Drg.No. Sketch CR 748 (Alt.2) fitted with 2 six wheeled bogies and 2 four wheeler relieving bogies with a single stage laminated bearing spring suspension arrangement provided with a match truck with 2 four-wheeler bogies and single stage suspension at the secondary stage and with a separate ballast carrier which is also fitted with four-wheeler double bogies with single stage suspension at secondary stage on Malda Town-New Guwahati BG Section at a maximum speed shown in Annexure 'A' enclosed which is subject to the following conditions :-

1. When hauled in a train as a trailing load by single WDM/2 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/travelling on its own power with or without load as indicated in RDSO's Sketches LD/SK-615 and 616 (Sheet No. 1 & 2) shall be permitted to run/work at a maximum speed of 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. However, movement of the crane on its own po-wer on bridge is not permitted.

Contd...2/-

(60)

The sanction is subject to observance of all permanent and temporary speed restrictions in force and 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. and all other certificates accomapnying your application referred to above.

The Ministry of Railways also sanction the infringement to item No.11 (ii) of BG Schedule of Dimensions involved in running of 140t BG diesel hydraulic crane detailed in Form-XI accompanying your application.

(S.M. SINGLA)
Executive Director Civil Engineering
Railway Board.

No.89/CEDO/BR/4. New Delhi, dated 29-8-1991.

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)/90 dated 19.7.91.
2. The Commissioner of Railway Safety, North Eastern Ci Gorakhpur-273 012 with reference to his letter No.25 257/11/91 dated 26.6.91.
3. The Director Standards(Motive Power), RDSO, Lucknow-

(S.M. SINGLA)
for Secretary, Railway Board.

Annexure -'A'

Section	Max. speed when hauled in a train as trailing load by single WDM2 or any other Diesel locomotive with jib resting on Match truck	Max speed when hauled in a train as trailing load by single WDM/jib Engine with resting on Match truck	Max. speed when travelling on its power with or load as indica in Sketches LD 615 and LD/SK-6 (Sheet 1&2) on truck.
Malda Town-New Guwahati	60	40	5

(61)

No.90/CEDO/SD/14.

3-9-91.

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

Sub:- Gradient in Station Yards.

Ref:- Your office letter No.DRG/SID/29/154 dated 27-8-91.

As desired please find enclosed a copy of this office letter No.90/CEDO/SD/14 dated 2-5-90 for your office reference and record.

DA/as above.

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

(62)

No.90/CEDO/SD/18.

5 -9-91.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 - JTJ-SBC Section wiring of track in whitefield yard - Condonation from Railway Board.

In view of the position explained in your application No. ETR.252/RE/0140 dated 25th June,91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 5 OHE Structures having setting distance varying from 2237 to 2358 mm in connection with wiring of tracks in Whitefield yard on Jolarpettai-Bangalore Section of Southern Railway as against 2360 mm + Curve allowance required as per item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) as indicated under Column 8(b) in Form-XI accompanying your application referred to above.

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

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

No.90/CEDO/SD/18. New Delhi, Dated -9-1991.

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(7)/90 dated 3rd September,1991.
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.434 dated 12-7-91.

(A.K.MEHROTRA)
for Secretary Railway Board.

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

June Left 91

S No 27 (63)

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 5-9-1991.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Group 72 - JTJ-SBC Section wiring of track in whitefield yard - Condonation from Railway Board.

26/1 → In view of the position explained in your application No. ETR.252/RE/0140 dated 25th June,91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 5 OHE Structures having setting distance varying from 2237 to 2358 mm in connection with wiring of tracks in Whitefield yard on Jolarpettai-Bangalore Section of Southern Railway as against 2360 mm + Curve allowance required as per item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973) as indicated under Column 8(b) in Form-AI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU stock for which separate application will be necessary.

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

No.90/CEDO/SD/18. New Delhi, Dated 5-9-1991.

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(7)/90 dated 3rd September,1991. — S No 26
2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009 with reference to his letter No.434 dated 12-7-91. — S No 26/1

Received CPM/EE/MAS Copy (Rail Bhavan - RE 5/9/91)

(A.K.MEHROTRA)
for Secretary Railway Board.

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(64)

No.91/CEDO/SR/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan New Delhi-110001, dated 13-9-19 91.

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

Sub:- Running of Light "On Track Temper" - Model "PHOOLTAS" 6 LDT of M/s.Speed Crafts Pvt.Ltd.,Patna on B.G.section of Western Railway.

In view of the position explained in your application No. W.641/23 (W-I) dated 18-7-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of Light "On Track Temper" - Model "PHOOLTAS" 6 LDT manufactured by M/s.Speed Crafts Pvt.Ltd., Patna to RDSO's General arrangement diagram No.EDO/T-2160 with maximum axle load of 5.0t at a provisional maximum speed of 15 Kmph when running on its own power over various BG Sections as shown in Annexure 'A' enclosed with your above quoted application.

The sanction is subject to observance of all permanent speed restrictions as notified in Appendix-VII to the current Working Time Table and other temporary speed restrictions in force and/or those that may be imposed from time to time. It 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.

The Ministry of Railways also sanction the infringements to Clause 2(ii) & 3 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the design of above Track Tamper Machine as detailed in Form-XI accompanying your application.

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

P.T.O.

No. 91/CEDO/SR/14. New Delhi, Dated 13-9-91.

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(2)/90-Vol.II dated 8.8.1991.

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.12-5/282/136 dated 23-7-91.

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

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

(66)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 90/ CEDO/SR/28.

रेल भवन, नई दिल्ली-110001, दिनांक 13-9-91.

Rail Bhavan New Delhi-110001, dated 19

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

Sub:- Design of 21500 mm long M.G.Coach with 2745 mm width - Condonation of infringement.

With reference to your application No.CT/LC/MG dated 20-9-90 sent through the Chief Commissioner of Railway Safety Lucknow, and letter No.MC/CB/LC dated 6-8-91, the sanction of Ministry of Railways is hereby communicated to the condonation of following infringements to M.G.Schedule of Dimensions (1963) involved in the design of 21500 mm long and 2745 wide M.G.coaches having a maximum axle load of 10t to RDSO's Drawing No. SKETCH 90[illegible]

Clause No. of Chapter IV(A)	Description	Dimension as per MG Schedule.	Dimension as per Drawing.
16	Maximum distance apart of Bogie centres for Bogie vehicles.	13715	14325
18(ii)	Maximum length of body or roof for Bogie vehicle.	19510	21500
19(ii)	Maximum length of U/F overhead stocks for Bogie vehicles.	19050	21500
20	Maximum distance apart between any two adjacent axles.	11890	12345

The sanction is subject to the condition that wherever on the M.G.system of railways the lock bars are less than 12810 mm in length, the same shall be replaced by 12810 mm long standard lock bars to suit the proposed 12345 mm inner axle distance of 21500 mm long and 2745 mm wide coaches. Alternatively, track circuiting shall be resorted to on the few isolated locations to overcome the problem of short length of lock bars if any.

P.T.O.

Condonation of infringements for the time being is applicable only for the purpose of manufacture of prototype coach and its oscillation trials. It will however be considered applicable to mass production of coaches when it is confirmed by RDSO that necessary action has been taken by all M.G.Railways in accordance with para 2 above.

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

No.90/CEDO/SR/28. New Delhi, Dated 13-9-91.

Copy forwarded for information & necessary action to:

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No. RS.18-T(2)/90 dated 24-9-90.

2) The Adviser (Signal), Room No.119, Railway Board, New Delhi.

3) The Adviser (Mech.), Room No.319, Railway Board, New Delhi.

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

(68)

No.91/CEDO/SD/10. 13-9-91.

The Chief Administrative Officer(C),
South Eastern Railway,
Visakhapatnam

Sub:- Provision of a siding for M/s.Gold Star Steel & Alloys Ltd. at Malliveedu station at Km:35.1 on Kottavalasa - Kirandul line of Waltair Division and remodelling of the yard thereof. Plan No.CAO/C/VSKP Drg.No.ST/073/90.

Ref:- Your office letter No.CAO/C/VSKP/D/MVW/ Siding/7861 dated 7/12-8-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 to provide a siding for M/s.Gold Star Steel & Alloys Limited at Malliveedu Station yard on Kottavalasa-Kirandul section of Waltair Division of South Eastern Railway shown in CAO/C/VSKP's Drawing No.SY/0373/90 as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8. dated 6-9-1989.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Malliveedu Station that no train will be stabled without a live engine on the Main line.

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

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

(69)

No.91/CEDO/BS/1.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan New Delhi-110001, dated 19-9-1991.

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

Sub:- Rebuilding of existing bridge No.952 (3x6.10 m girder) at Km:708/6-7 on down line between Bhandu and Mehesana stations on Palanpur-Ahmedabad section of Western Railway.

Ref:- Your office letter No.W 65/26/253(W3) dated 30-7-91.

In view of the position explained in your above quoted application sent through the Chief Commissioner of Railway Safety Lucknow, the approval of Ministry of Railways is hereby communicated to the provision of negative vertical clearance of 1540 mm and negative free board of 1040 mm on bridge No.952 (3x6.10 m girder) at Km:708/6-7 as against 600 mm vertical clearance required as per Clause 4.8.1 and 1000 mm free board required as per Clause 4.9 of Bridge Sub-Structure Code on down line near Bhandu Holidav yard between Bhandu and Mehesana stations on Palanpur-Ahmedabad section of your railway as shown in the drawing accompanying your 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 (BS),
Railway Board.

No.91/CF O/BS/1. New Delhi, Dated 19 -9-91.

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(6)/90 dated 04-09-1991.

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.221/1/150 dated 04-09-1991.

(A.K.MEHROTRA)
for Secretary Railway Board.
19 -9-91

(71)

No.90/CEDO/ORI/5. 20-9-91.

The Chief Administrative Officer (Construction),
South Central Railway,
Headquarters Office,
Works (Construction) Branch,
Secunderabad - 500 371.

Sub:- Opening of the newly constructed Broad Gauge line between Guntur-Macherla on South Central Railway prior to the line being opened for public carriage of passengers.

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 13-7-90.

Please refer para 2 of your office letter quoted above, which is reproduced below:-

" It is also advised that suitable action is being taken on the suggestions of CRS/ Secunderabad in his inspection report on the above section prior to the opening and the interleaved report will be sent in due course. ".

As the interleaved report has not so far been sent by your office to CRE, South Central Circle, Secunderabad inspite of reminders of even number dated 30/31-1-91 and 29-4-91, it is requested that the same may please be sent immediately direct to him with copy to this office.

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

No.90/CEDO/ONI/5.

20-9-91.

The Chief Administrative Officer (Construction),
South Central Railway,
Headquarters Office,
Works (Construction) Branch,
Secunderabad - 500 371.

Sub:- Opening of the newly constructed Broad Gauge line between Guntur-Macherla on South Central Railway prior to the line being opened for public carriage of passengers.

Ref:- Your office letter No.W.Con.347/B/67/Vol.II dated 13-7-90.

Please refer para 2 of your office letter quoted above, which is reproduced below:-

" It is also advised that suitable action is being taken on the suggestions of CRS/ Secunderabad in his inspection report on the above section prior to the opening and the interleaved report will be sent in due course. ".

As the interleaved report has not so far been sent by your office to CRS, South Central Circle, Secunderabad inspite of reminders of even number dated 30/31-1-91 and 29-4-91, it is requested that the same may please be sent immediately direct to him with copy to this office.

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

(72)

Railway Electrification

Office of the
Chief Project Manager,
Bilaspur.

No:BKRE/EL/T/28/1792 Date: 23.9.1991.

To

The Director Civil Engineering(G),
Rail Bhawan,
Railway Board,
NEW DELHI.

Sub: Introduction of Electric Traction in Bilaspur-Anuppur section.

The Commissioner of Railway Safety, South Eastern Circle desires to have the copy of the following Railway Board's letters.

i) No.82/WDO/SD/16 dtd. 21.7.82 regarding height of contact wire under overline structures.

ii) No.66/W/DO/SD/58 dtd. 14.10.70 regarding maximum & minimum dimensions for Railway. The clearance from centre of track to OHE.

2. The above said letters are not available in this office.

3. You are, requested to kindly send one copy each of the above letters for sending to Commissioner of Railway Safety, South Eastern Circle, Calcutta for his perusal.

4. The same may please be handed over to the bearer of this letter.

Orld 23.9.91
(J.N. Lal)
for Chief Project Manager,
Railway Electrification,
Bilaspur.

Received a photo copy each of Rly Bd No 82/WDO/SD/16 dt 21-7-82 and letter No 66/W DO/SD/58 dt 14.10.70

Arrival 26/9/91
(A.K. SRIVAS)
RECORD SORTER
under Dy C.E.E.(RE)
Bilaspur

(73)

No.88/CEDO/CRS/IR/10. 24-9-1991.

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

Attention:- Sh.Shyam Kumar, Chief Engineer/South.

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

Ref:- Your office letter No. W.247/1/16/GTL dated 9/12-8-91 and 22/8/91.

Please refer para 13.1 of Commissioner of Railway Safety's Inspection Report which is reproduced below:-

" 13.1:- The M.G.Break Down special was inspected at Guntakal with the following observations.

(i) Three vehicles forming the B.D.Train are overdue P.O.H. viz.SR 2372, SR 345, SWP 4843. These should be replaced without any further delay.

(ii) Only one fire extinguisher is available in the B.D.Van which is greatly inadequate. A minimum of four may be provided.

(iii) Treated sleeper with provision of ACB plates may be stocked so that restoration work could be speeded up. "

The compliance report for the above para has not so far been advised to Commissioner of Railway Safety, South Central Circle, Secunderabad. It is therefore requested that the same may please be sent immediately direct to him with copy to this office.

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

(74)

No.89/CEMO/ONM/8.

24 -9-91.

The Chief Engineer (Construction),
Central Railway,
Bombay.

Sub:- Report of Shri.G.Ram Mohan, Commissioner of Railway Safety, Central Circle, Bombay on his statuary Inspection of the newly constructed line between Kolaras-Shivpuri station on Guna-Shivpuri section.

Ref:- Your office letter No.EW.689.W.90/V/48 dated 5-9-91.

Please refer to your letter Quoted above. Against para 11.2 and 11.3 regarding watersupply arrangement at Kolshri and Shivpuri stations, it has been stated that this is the factual position, hence no remarks. As the brief reply given does not fully reflect the position, Ministry of Railways desire that a detailed report may be submitted by you against para 11.2 and 11.3 of CRS's Inspection Report to enable this office to appreciate the remedial action taken.

(S.K.Jagdhari)
Executive Director Land Management, Railway Board.

(75)

No.89/CEDO/SD/11. 25-9-91.

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

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

With reference to your letter No.W.450/1/46/CN/Vol.IX dated 20-1-1989 and 26-5-89 sent through the Chief Commissioner of Railway Safety Lucknow and Letter No.W.450/1/46/CN Vol.III dated 9-9-1991, the sanction of Ministry of Railways is hereby communicated for the condonation of grade infringement of 1 in 125 in the Bye-pass line near Karuppur Station to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in the above mentioned work as shown in Annexure-I enclosed and Drawing No.CN.92/88/7 accompanying your letter referred to above. Item 2 Chapter-II shown in Para-XI is not correct. It should be Item 2(b) Chapter-II.

It is however noted that an over run line of 120.00 M with sand hump for isolation has already been provided at Jolarpettai end and another snag dead end at Mettur Dam end and a separate bulb line is proposed to be provided keeping in view the safety aspects on the Bye-pass line and all necessary safety precautions will be incorporated in the Station Working instructions.

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

No.89/CEDO/SD/11. New Delhi, Dated 25-9-1991.

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(1)/84 dated 29-3-90 and RS.18-T(1)/84-Vol.II dated 12-10-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1883 dated 1-3-1989.

(S.M.SINGLA)
for Secretary Railway Board.

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

No.89/CEDO/SD/11.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 25-9-91. 19

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

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

With reference to your letter No.W.450/1/46/CN/Vol.IX dated 20-1-1989 and 26-5-89 sent through the Chief Commissioner of Railway Safety Lucknow and Letter No.W.450/1/46/CN Vol.III dated 9-9-1991, the sanction of Ministry of Railways is hereby communicated for the condemation of grade infringement of 1 in 125 in the Bye-pass line near Karuppur Station to item 2(b) Chapter-II of B.G.Schedule of Dimensions (1973) involved in the above mentioned work as shown in Annexure-I enclosed and Drawing No.CN.92/88/7 accompanying your letter referred to above. Item 2 Chapter-II shown in Form-XI is not correct. It should be Item 2(b) Chapter-II.

It is however noted that an over run line of 120.00 M with sand hump for isolation has already been provided at Jolarpettai end and another snag dead end at Mettur Dam end and a separate bulb line is proposed to be provided keeping in view the safety aspects on the Bye-pass line and all necessary safety precautions will be incorporated in the Station Working instructions.

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

No.89/CEDO/SD/11. New Delhi, Dated 25 -9-1991.

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(1)/84 dated 29-3-90 and RS.18-T(1)/84-Vol.II dated 12-10-90.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560009, with reference to his letter No.1883 dated 1-3-1989.

(S.M.SINGLA)
for Secretary Railway Board.

P.T.O.

ANNEXURE-I

Location & Kilometre	Name of Structures which infringes	Prescribed maximum and minimum dimensions		Existing actual dimensions	Amount of Infringement.
		Chapter and Item	Maximum and Minimum		
Palghat Dn. Salem - Meturdam section Pre.BG Bye-pass arrangements near Karuppur. From :- T.P.328/12-13 (Km. from Madras) on Jolarpettai - Krede B.G. line to T.P.O./11-12 (Km. from Magnesite Jn.) on Salem Metur Dam B.G. Branch line which corresponds to T.P.201/7-8 on Salem- Bangalore MG line (Km. from Cuddalore).	Gradient in the Bye-pass line.	Chapter II Item 2(b)	1 in 260.	New Line	1 in 125 against 1 in 260.

(78)

Sffar

No.89/CEDO/SR/4. 25.9.1991.

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

Sub: Running of 140t Diesel Hydraulic Break-down Crane on Malda Town - New Guwahati (BG) Section of N.F. Railway.

Ref: Your letter No.SL/CR/140t/SPD/JESSOP dated 9/10.9.91.

*****

Please arrange to send a copy of your latest speed certificate No. SL/CR/140t/SPD/JESSOP dated 1/25.9.91 for reference and use in this office.

This may be treated as immediate.

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

(79)

भारत सरकार

रेल मंत्रालय

(रेलवे बोर्ड)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No.91/CEDO/SR/2.

रेल भवन, नई दिल्ली-110001, दिनांक 26-9-91 19

Rail Bhavan New Delhi-110001, dated

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

Sub:- Running of 'BFKI' type B.G.Bogie Container flats with 2438 mm wide & 2900 mm high I.S.O.Containers (17.35t axle load) over B.G.Sections on Central Railway.

Please refer to your application No.W.681/Y.81/BR dated 16-8-91 sent through the Chief Commissioner of Railway Safety Lucknow. In view of the position explained in your application, the sanction of Ministry of Railways is hereby communicated for the running of B.G.Bogie Flat type 'BFKI' loaded with 2.438 m wide x 2.9 m high (8'-0"x9'-6") ISO Container to RDSO's Drawing No. CONTR-9012-S/1 having a maximum axle load of 17.35t on 28 B.G. Sections of your railway at a maximum speed of 75 Kmph when hauled by Diesel/Electric Locomotives and at 70 Kmph when hauled by steam locomotive or at a sectional speed of goods train in that section and at the recommended speed against each section shown in the Joint Safety Certificate, whichever is less in that section.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.W9/91BG and all other certificates accompanying your application referred to above.

The 2.438 m wide x 2.9 m high (8'-0"x9'-6") ISO Container loaded on Container flat infringes the Maximum Moving Dimensions of 1929 as shown in Diagram No.1A and others of B.G.Schedule of Dimensions (1973). These infringements have already been condoned under Board's letter No.88/CEDO/SR/16 dated 16-6-88 and 29-6-90.

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

(80)

No.91/CEDO/SR/2. New Delhi, Dated 26-9-91.

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)/90 Vol.II dated 4.9.91.

2) The Commissioner of Railway Safety, Central Circle, 2nd Floor, Churchgate Station Bulding Annexe, Maharshi Karve Road, Bombay - 400 020, with reference to his letter No.667 dated 20-8-91.

3) The Director Standards (Motive Power), R.D.S.O., Lucknow-226011.

(S.M.SINGLA)
for Secretary Railway Board.

(81) (S)

No. 91/CEDO/SD/10. 26-9-91.

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

Sub:- Infringement of gradient in the station yard of Gulsarbagh under Danapur Division of Eastern Railway.

Ref:- Your office letter No.CE/Con/W/193/Pt.III/78 dated 19/23rd August,1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 640 shown in drawing No. CE/S&C's SK No.29-91 involved in conversion of existing Up Main line into a common loop and construction of a new Up Main line with a platform face at Gulsarbagh station yard on Mokama-Buxar section of Danapur Division of Eastern Railway against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Gulsarbagh Station that no train will be stabled without a live engine on the Main line.

S/d

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

(82)

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

No.80/CED0/SR/5. रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 27-9-1991.

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

Sub: Running of Single/Double headed WAG-5 Class Locomotives fitted with Hitachi Motor WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB for haulage of Passenger/ Freight trains on entire electrified sections excluding Vishakhapatnam - Kirandul Section on this Railway.

*****

In view of the position explained in your application No.G/LOCO/WAG-5 dated 3.4.91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for running of Single/Double headed WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB electric locomotives fitted with Hitachi motors, having an axle load of 21t on the entire BG electrified sections excluding Vishakhapatnam - Kirandul Section of your Railway at a maximum speed of 75 Kmph for haulage of passenger/freight trains.

The sanction is subject to observance of 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 and observance of additional speed restrictions as may be imposed by CEE due to the condition of OHE or any other reason.
2. Observance of all other conditions/stipulations made in your Joint Safety Certificate No.5/91, RDSO's Speed Certificate No.SD.WAG 5.11 dated 23/26.3.90 and all other certificates accompanying your application referred to above.
3. Movement of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class locomotives on the sections under electrification is permitted only after completion of electrification work.

It is noted that the moving profile of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HR class of locomotives is the same as that

Contd...2/-

(83)

of WAM-4 locomotives as per para 2.4.1 of RDSO's Speed Certificate. The sanction for condonation of infringements of WAG-5H, WAG-5HR, WAG-5HA and WAG-5HB class of locomotives with pantograph in locked down condition with maximum moving dimensions of 1929 on non-electrified sections has already been issued under this office letter of even number dated 18.6.'90 and accordingly para 2.4.1 of the Speed Certificate has been modified by RDSO vide their letter No.SD.WAG.11 dated 7.8.90.

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

No.89/CEDO/SR/5. New Delhi, dated 27-9-1991.

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(3)/90 dated 8.8.91.
2. The Commissioner of Railway Safety, S.E. Circle, 14, Strand Road, 12th Floor, Calcutta-700 001. with reference to his letter No.278/387 dated 24.6.91.
3. The Director Standards(Motive Power), R.D.S.O., Luckbow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

Spare (84)

No. 91/CEDO/EN/11. 1-8-91.

The Chief Electrical Engineer (Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Infringement to Schedule of Dimensions due to erection of temporary masts in connection with widening of Lothian Bridge.

With reference to your application No.14-Elect/Const/TRD/3 dated 6-12-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement as a special case to item 13(ii)(a) Chapter-I of B.G.Schedule of Dimensions (1973) involved in implementation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two RFB masts 15 Cm x 15 Cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side as shown in Drawing No.NR/C-IV/CRB/ELI-P-300 and Form-XI accompanying your letter referred to above. The implementation of alternative arrangement has become necessary as T.P.C. mast at location 1021 is situated just at the spot under which Box No.465 are required to be pushed and this T.P.C.mast is causing an obstruction in the way of pushing the two Boxes.

The sanction is purely temporary and is valid upto 30-9-1992 subject to suitable arrangements being made by the railway to ensure safety of passengers in running trains. It is noted that there is a speed restriction of 10 Kmph in Delhi yard.

Sd/-
(S.M.SINGLA)
Executive Director Civil Engineering(C),
Railway Board.

No.91/CEDO/EN/11. New Delhi, Dated 1-8-1991.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001 with reference to his endorsement No.NR.18-T(5)/90 dated 9-1-91.
2) The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.421 dated 20/12/90.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(85)

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

No. 91/CEDO/SD/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 1-10-91. 19

The Chief Electrical Engineer (Construction),
Northern Railway,
Tilak Bridge,
New Delhi.

Sub:- Infringement to Schedule of Dimensions due to erection of temperary masts in connection with widening of Lothian Bridge.

With reference to your application No.14-Elect/Const/TKD/3 dated 6-12-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringement as a special case to item 13(ii)(e) Chapter-I of B.G.Schedule of Dimensions (1973) involved in implantation of an alternative arrangement at location 1021 A on Lothian Bridge near Delhi Main Station made by erecting two RFB masts 15 Cm x 15 Cm on girders laid in between North Main track and South Main track having a clearance of 2.21 metres from tracks on either side as shown in Drawing No.SK/C-IV/CSR/BLI-P-300 and Form-XI accompanying your letter referred to above. The implantation of alternative arrangement has become necessary as T.T.C. mast at location 1021 is situated just at the spot under which Box No.485 are required to be pushed and this T.T.C.mast is causing an obstruction in the way of pushing the two Boxes.

The sanction is purely temperary and is valid upto 30-9-1992 subject to suitable arrangements being made by the railway to ensure safety of passengers in running trains. It is noted that there is a speed restriction of 10 Kmph in Delhi yard.

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

No.91/CEDO/SD/11. New Delhi, Dated 1-10-1991.

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(5)/90 dated 9-1-91.
2) The Commissioner of Railway Safety, Northern Circle, Lucknow with reference to his letter No.421 dated 20/12/90.

Sd/-
(S.M.SINGLA)
for Secretary Railway Board.

(86)

Space

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

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 1-10-91.

No.90/CEDO/ORI/3.

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

Sub:- Opening of New line between Bhadrachellam Road and Manuguru stations on Secunderabad Division for passenger traffic.

Ref:- i) This office letter of even number dated 6-7-90.
ii) Your office letter No.W/465/CRS dated 4-9-91.

While the Railway has furnished the compliance report against para X and XI of CRS's Inspection Report no remarks have been furnished for not having taken action to remove the deficiencies in the quality of construction of bridges and inadequacies in level crossings before offering the line for CRS's Inspection. This line was opened for Goods traffic as early as on 29-9-1983 and was offered for CRS's inspection during April,90'. Kindly arrange to furnish the desired information without any further delay.

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

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 7-10-91.

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

Sub:- Infringement of Gradient in station yard of Sultanganj under Malda Division of Eastern Railway.

Ref:- Your office letter No.CE/CON/W/681 dated 29th July,91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 1000 shown in Drawing No.CE/S&C/SK No.6-91 involved in executing the work of converting the existing loop line into Main line and providing the additional loop with provision for Hot axle siding and over run line at Sultanganj Station yard on Kiul-Jamalpur-Bhagalpur section of Malda Division of Eastern Railway as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No. 88/CEDO/SD/8 dated 6-9-89.

The sanction is subject to the condition that a Clause will be inserted in the Station Working Rules of Sultanganj Station yard that no train will be stabled without a live engine on the Main line.

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

(88)

No. 89/CEDO/ORI/8.

8-10-91.

The General Manager (Construction),
Central Railway,
Bombay - 400 001.

Sub:- Guna-Shivpuri section - Opening of New line between Kalaras and Shivpuri Stations on Guna-Shivpuri section of Bhopal Division of Central Railway.

Ref:- Your office letter No.EW.689.W.90/V/48 dated 30-8-91/5-9-91.

Please refer to Endorsement No.2 of this office letter of even number dated 22-5-91, in terms of which Index Plan and Section drawn on Tracing cloth were required to be sent to this office as the same were not received alongwith CRS's Inspection Report of the above section.

It is therefore requested that the Index Plan and Secti duly drawn on tracing cloth may please be sent to this office.

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

Spare (89)

No.89/CEDO/SR/19. 10.10.1991.

The General Manager(Works),
N.F. Railway,
Maligaon, Guwahati.

: For personal attention of Shri K.J. Singh
Chief Track Engineer.

Sub: Movement of 'BCN' wagons over N.F.Railway on Malda Town - New Guwahati BG Section.

Ref: Your office application No.W/341/0/3 Pt VI/W-7 dated 18.2.91.

****

Please refer to this office letter of even number dated 6.3.91 copy of which is enclosed herewith for your ready reference. As the issue of sanction for running of 'BCN' wagons on Malda Town - New Guwahati BG Section is pending in this office for want of a photo copy each of CRS & CCRS's forwarding letters on your application dated 18.2.91 referred above, it is requested that the required documents may please be sent immediately.

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

DA : As above.

(90)

No. 89/CKDO/CNI/6.

10-10-1991.

The Chief Engineer (S&C),
Eastern Railway,
No.14, Strand Road,
Calcutta - 700 001.

Sub:- Opening of new down line from Dasarathpur to Jamalpur stations in Bhagalpur-Kiul Section of Sahibganj loop-Malda Division of Eastern Railway for the public carriage of passengers.

Ref:- Your office letter No.CE/COM/W/1600/Pt.II/27 dated 25th February,91.

Please refer to this office letter of even number dated 19-3-91 (Copy enclosed for ready reference) and expedite the reply.

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

(91)

No. 90/CEDO/ONI/3. 11-10-91.

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

Sub:- Opening of New line between Bhadrachallam Road and Manuguru stations on Secunderabad Division for passenger traffic.

Reference may be made to Endorsement No.2 of this office letter of even number dated 9-7-90. The interleaved copy showing the action taken on CRS's recommendations and suggestions made in his report prior to opening of the above line has not so far been sent to Commissioner of Railway Safety, South Central Circle, Secunderabad direct under advice to this office inspite of reminder of even number dated 11-7-91.

Ministry of Railways therefore desire that the interleaved copy may be sent to CRS immediately. The date of opening of the section may also be advised and two ferro copies of Index Plan and Section may please be sent for use in this office.

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

(92)

5

S.M. SINGLA,
Executive Director Civil Engineering(G),

D.O.No. 91/CEDO/SR/1. New Delhi, dated 11-10-1991.

Dear Shri DEB BURMAN,

Sub: Running of Universal on Track Tampers on the BG Section Malda Town - New Guwahati and Katihar - Kumedpur Section.

****

Reference may be made to this office letter of even number dated 7.1.91 a copy of which is enclosed herewith for your ready reference. In terms of this letter Northeast Frontier Railway was requested to send Form-XI for condonation of infringements to Universal on Track Tampers through CRS/CCRS alongwith a photo-copy of RDSO's Speed Certificate to enable this office to issue the sanction for running of Universal on Track Tampers on Malda Town - New Guwahati and Katihar - Kumedpur Section. The matter was followed up with the Railway vide this office reminders of even number dated 16.4.91 and 17.7.91 but Northeast Frontier Railway is completely silent over the issue.

I shall therefore be thankful if you could kindly look into the matter and expedite submission of the documents required.

Yours sincerely,

(S.M. SINGLA)

Shri A.K. DEB BURMAN,
Chief Engineer,
N.F. Railway,
Maligoan,
Guwahati - 11.

(93)

Some fair please

22/10/91

No. 89/CKDL/32/4. 22-10-91.

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

Subs- Running of 140t BG Diesel Hydraulic Break-down Crane on Malda Town-New Guwhati (BG) Section of Northeast Frontier Railway.

Refs- i) CRE, North Eastern Circle, Gorakhpur's letter No. 255/257/11/91 dated 26-6-91.

ii) N.F.Railway's letter No.W/341/0/3/Pt.VII/6-7 dated 29-5-91.

We refer to your letter under reference (ii) regarding [illegible] for running of 140t BG Diesel Hydraulic Break-down Crane on Malda Town-New Guwahati (BG) Section of N.F.Railway. On account of the urgency sanction was issued under this office letter of even number dated 29-8-91 as per your Joint Safety Certificate No.195.

However, there appears to be an anomaly regarding the permissible speed of 60 Kmph as shown in your Joint Safety Certificate enclosed as Annexure 'D' vis-a-vis the permissible speed of 75 Kmph which has been cleared by RDSO in their latest Speed Certificate No. ML/CR/RPB/1401/Jee-up dated 1/25-2-91. RDSO's letter dated 9/12-9-88 adopted by your Railway while framing the various certificates has been superseded by letter dated 1/25-2-91. In the RDSO's letter, the 140t Crane has been cleared for 75 Kmph on track condition for all loads. i.e., Steam (WG), Diesel and Electric and 5 Kmph when travelling on its own power with or without load. It is only on the bridges that there is a restriction of 60 Kmph for running over the spans between 12 m and 32 m (clear) when hauled as trailing load by single WDM-2, WAM-4 or any other Diesel or Electric loco with jib resting on match truck and 40 Kmph when hauled by a single WG Steam loco with jib resting on match truck as per para 3.2.1(a)(i)(B) and 3.2.1(a)(i)(ii) respectively of RDSO's letter mentioned above. Movement of Crane on its own power with or without load is however completely prohibited on bridges. Northeast Frontier Railway's Joint Safety Certificate No.195 is restricting the speed to 40 Kmph everywhere when the Crane is being hauled by single WG Steam loco with jib resting on Match Truck. This may be reviewed

(94)

as this condition may be a constraint on the fast movement of theCrane to the accident site. If there is any other reason subject to the Railway's condition of working, the same may be brought to the notice of the Board otherwise your railway should move a fresh application through Commissioner of Railway Safety/Chief Commissioner of Railway Safety in supersession of your previous application dated 29-5-91.

This may be treated as immediate.

24/11

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

DA : RDSO letter
dated 1/25.2.91.

c/c

(95)

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

No.91/CEDO/ORI/13.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 22-10-91.

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

Sir,

Sub:- Opening for passenger traffic of the Non-electrified, Metre Gauge, Single line between Chitrdurg and Challakere, being a part of Chitradurg-Rayadurg Project in Mysore Division of Southern Railway.

With reference to your Endorsement No.RS.10-T(11)/89 dated 6-3-90, 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.78 dated 22-2-90.

yours faithfully,

(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/13. New Delhi, Dated 22-10-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.78 dated 22-2-90.

2) The General Manager, Southern Railway, Park Town, Madras-600003, with the request that suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore'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 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 more ferro copy each of the Index Plan and Section may also be sent to this office.

(S.M.SINGLA)
for Secretary Railway Board.

(96)

No.91/CEDO/ORI/13. 22-10-91.

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

Sir,

Sub:- Opening for passenger traffic of the Non-electrified, Metre Gauge, Single line between Chitrdurg and Challakere, being a part of Chitradurg-Rayadurg Project in Mysore Division of Southern Railway.

With reference to your Endorsement No.RB.10-T(11)/89 dated 6-3-90, 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.78 dated 22-2-90.

yours faithfully,

21/10

(S.M.SINGLA)
for Secretary Railway Board.

No.91/CEDO/ORI/13. New Delhi, Dated 22-10-91.

Copy forwarded for information to:-

1) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.78 dated 22-2-90.

2) The General Manager, Southern Railway, Park Town, Madras-600003, with the request that suitable action on Commissioner of Railway Safety, Southern Circle, Bangalore'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 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 th same is commissioned to passenger traffic. One more ferro copy each of t Index Plan and Section may also be sent to this office.

21/10

(S.M.SINGLA)
for Secretary Railway Board.

(97)

No.89/CEDO/ORI/14. 23-10-91.

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

Sub:- Opening of the New Broad Gauge line between Ernakulam Junction and Alleppey stations in Trivandrum Division of Southern Railway.

A copy of the Index Plan and Section of the above line is sent herewith for information and your office record. The said line was opened for passenger traffic on 15-10-1989.

(S.M.SINGLA)
for Secretary Railway Board.

Encls:- 2 Plans.
bearing No.
PB/S/196; PB/S/196/1.

No.89/CEDO/ORI/14. New Delhi, Dated 23-10-91.

Copy forwarded for information & necessary action to Statistical Drawing Branch, Room No.156, Rail Bhawan, New Delhi alongwith a copy of the Index Plan and Section of the above section.

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

DA:-2 Plans.

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 24-10-91.19

No.91/CEDO/SD/10.

The General Manager (S&C),
Eastern Railway,
14, Strand Road, (4th Floor),
Calcutta - 700 001.

Sub:- Infringement of gradient in Station Yard of Abhaipur & Kajra Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/COM/W/1681 dated 23rd August, 1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 714 and 1 in 1000 in Abhaipur yard and 1 in 500 in Kajra yard as shown in Form-XI and Drawing No.CE/S&C.SK No.11/91/Drawing No.CE/S&C SK No.12-91 accompanying your letter referred to above. The approval is required in connection with executing the work of converting the existing loop line into Main line and provision of additional loops at Abhaipur & Kajra station yards on Bhagalpur-Jamalpur-Kajra section of Malda Division of Eastern Railway as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

It is subject to the condition that a Clause will be inserted in the Station Working Rules of Abhaipur and Kajra Station yards that no train will be stabled without a live engine on the Main line.

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

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

No.91/CKDO/BL/1. रेल भवन, नई दिल्ली-110001, तिथि 24-10-1991.
Rail Bhavan, New Delhi-110001, dated

The General Managers(Engg),
All Indian Railways.

Sub: Supply of Bridge Lists as on 31.3.1991.

.....

Bridge Lists of various Zonal Railways are often required for reference purpose in this office.

Ministry of Railways therefore desire that a copy of the 'Division-wise' Bridge List of your Railway, correct as on 31.3.1991, may please be sent to this office. It may please be ensured that the information given is in Metric units, the books are legible and bound in cloth mounted card board covers.

The receipt of this letter may please be acknowledged.

Amrebat

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

(100)

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

No.91/CEDO/GS/1.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 24-10-1991.

The General Managers(Engg),
All Indian Railways.

Sub: Ghat Sections.

....

The information pertaining to Ghat Sections on your Railway as on 31. 3.1991 may please be furnished in the enclosed proforma for reference and use in this office.

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

DA : One Proforma.

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_____ RAILWAY

Statement showing particulars of Ghat Sections.

as on 31.3.1991.

Sl.No.	Name of Ghat Section	Gauge	Route length in Kms	Gradient	Curves	
					No. of curves on the section with their degrees	Degree of the sharpest curve
1	2	3	4	5	6	7

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

No.91/CEDO/BL/1. रेल भवन, नई दिल्ली-110001, तिथि 24-10-1991.
Rail Bhavan, New Delhi-110001, dated

The General Managers(Engg),
All Indian Railways.

Sub: Supply of Bridge Lists as on 31.3.1991.

.....

Bridge Lists of various Zonal Railways are often required for reference purpose in this office.

Ministry of Railways therefore deisre that a copy of the 'Division-wise' Bridge List of your Railway, correct as on 31.3.1991, may please be sent to this office. It may please be ensured that the information given is in Metric units, the books are legible and bound in cloth mounted card board covers.

The receipt of this letter may please be acknowledged.

Amrchat

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

(103)

No.91/CEDO/TN/10. 25-10-91.

The General Manager (Constn-I),
Eastern Railway,
No.17, Netaji Subhas Road,
Calcutta - 700 001.

Sub:- Dum Dum Junction Station - Remodelling of yard to suit -

i) Doubling between Dum Dum Junction & Barasat

&

ii) Calcutta Circular Railway Project.

Ref:- Your application No.CE/Con/W/193/Pt.III/94 dated 18-9-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 & 1 in 750 at Ranaghat end, 1 in 400 & 1 in 548 for Circular Railway Track & Line No.10 at Sealdah end and 1 in 625 for Line No.1-9 at Sealdah end of Dum Dum Junction.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of Dum Dum Junction station yard that no train will be stabled without a live engine on the Main line.

Sd/-

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

(104)

No.91/CHDO/ONI/13. 28 -10-91.

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

Sub:- Opening for passenger traffic on the Non-electrified Metre Gauge single line between Chitradurg and Challakere being a part of Chitradurg-Hayadurg Project in Mysore Division of Southern Railway.

Ref:- CRS's office letter No.78 dated 22/2/90.

Reference may be made to CRS's above Inspection Report. It may please be confirmed that all the basic/other passenger amenities have been provided as per prescribed norms on all the stations falling in the jurisdiction of the above section.

The compliance report of the action taken on para 5.1 and 12.3 of CRS's Inspection Report may also be advised.

(P.K.Jagdhari)
Executive Director Land Management,
Railway Board.

(105)

No.91/CRDO/CRE/13. 28-10-91.

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

Sub:- Opening for passenger traffic on the Non-electrified Metre Gauge single line between Chitradurg and Challakere being a part of Chitradurg-Hayadurg Project in Mysore Division of Southern Railway.

Ref:- CRE'soffice letter No.78 dated 22/2/90.

Reference may be made to CRE's above Inspection Report. It may please be confirmed that all the basic/other passenger amenities have been provided as per prescribed norms on all the stations falling in the jurisdiction of the above section.

The compliance report of the action taken on para 5.1 and 12,3 of CRE's Inspection Report may also be advised.

(S.K.Jaghori)
Executive Director Land Management,
Railway Board.

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

No. 91/CEDO/SD/12.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 30-10-91. 19

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

Sub:- Bangalore City-Mysore Section -
Conversion MG to BG - Condonation of
infringement of Standard Schedule of
Dimensions (MG).

With reference to your letter No.W.153/BBC-MYS/CN dated 3-4-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of infringement to item 12 Note (a) Chapter-I and Item 14 Chapter IV(b) of M.G.Schedule of Dimensions (1963) as shown in Annexure-I in the reverse. Annexure-I is based on Form-XI and Drawing No.CN/BNC/TR/60-91 accompanying your letter referred to above.

The sanction is purely temporary and is valid for a limited period of three months from the date of issue or till completion of the work whichever is earlier. It is subject to the condition that Cattle fender of all M.G.engines on such track are lifted to give a clearance of 102 mm above the top of BG rail.

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

No.91/CEDO/SD/12. New Delhi, Dated 30-10-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.19-T(1)/91 dated 11th June,91.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.83 dated 30-4-91.

3) Chief Administrative Officer/Construction, Southern Railway, No.18, Millers Road, Bangalore-560 046, with reference to his D.O.No.W.153/1/1/CAO/C dated 23rd October,91.

(S.M.SINGLA)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter and item No.	Prescribed Dimensions	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Bangalre Division					
	Bangalore City-Mysore Section.	52 Kg.rails laid on the PSC Sleeper	Chapter-I item 12 Note (a) of MG Schedule of Dimensions.	25 mm (one inch)	58.50 mm	33.50 mm (58.50 mm as against 25 mm)
2.	Bangalore City-Mysore Section.	Minimum height above rail level when fully loaded for a width of 915 mm on either side of centre of track.	Chapter-IV(b) item No.14 of MG Schedule of Dimensions.	102 mm	43.50 mm	58.50 mm.

No.91/CEDO/SD/12. New Delhi, Dated -10-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.19-T(1)/91 dated 11th June,91.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Sheshadri Road, Gandhi Nagar P.O., Bangalore-560 009, with reference to his letter No.83 dated 30-4-91.

3) Chief Administrative Officer/Construction, Southern Railway, No.18, Millers Road, Bangalore-560 046, with reference to his D.O.No.W.153/1/1/CAO/C dated 23rd October,91.

(S.M.SINGLA)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location	Name of the structure which infringes.	Chapter and item No.	Prescribed Dimensions	Existing Actual Dimensions.	Amount of infringement.
1	2	3	4	5	6	7
1.	Bangalre Division					
	Bangalore City-Mysore Section.	52 Kg.rails laid on the PSC Sleeper	Chapter-I item 12 Note (a) of MG Schedule of Dimensions.	25 mm (one inch)	58.50 mm	33.50 mm (58.50 mm as against 25 mm)
2.	Bangalore City-Mysore Section.	Minimum height above rail level when fully loaded for a width of 915 mm on either side of centre of track.	Chapter-IV(b) item No.14 of MG Schedule of Dimensions.	102 mm	43.50 mm	58.50 mm.

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No.91/CEDO/SD/10. 30 -10-91.

The General Manager,
Eastern Railway,
17, Netaji Subhas Road,
Calcutta - 700 001.

Sub:- Infringement of gradient in station yards at Karkatta, Japla, Kajrat Nawadih and Nabenagar stations in Mughalsarai Division of Eastern Railway.

Ref:- Your office letter No.CE/Con/W/193/Pt.III/88 dated 9-9-1991.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient 1 in 400 and 1 in 666 at Karkatta station yard, 1 in 592 at Japla station yard, 1 in 400 at Kajrat Nawadih station yard and 1 in 400 and 1 in 593 at Nabenagar station yard as shown in Form-XI accompanying your letter referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station yards that no train will be stabled without a live engine on the Main line.

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

(110)

No.91/CEDO/SD/10. 30-10-91.

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

Sub:- Pelapathar -Dedrasohar-Barbatpur doubling -
Remodelling of Pelapathar yard.

Ref:- Your office letter No.EW/223/W/26/yds dated 6.9.91.

In terms of your above quoted letter you have approached the Board for issue of Administrative approval for adoption of 1in 260 grade in Pelapathar yard of Central Railway. Since sanction for adoption of grade between 1 in 400 and 1 in 260 grade is within the competence of Commissioner of Railway Safety concerned. You may approach Commissioner of Railway Safety, Central Circle, Bombay direct in this connection.

A similar sanction has been accorded by Commissioner of Railway Safety, South Eastern Circle, Calcutta under his letter No. 209/III/13/VIII/1 dated 14-6-90 with reference to Chief Administrative Officer (Construction)-II, South Eastern Railway, Visakhapatnam's application No.CAO/VSKP/D/T/Duvvada/220 dated 4-6-90 (Copies enclosed herewith) for your information and guidance.

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

No.91/CEDO/SD/10. New Delhi, Dated 30-10-91.

Copy forwarded for information to:-

The Commissioner of Railway Safety, Central Circle, Bombay.

(S.M.SINGLA)
for Secretary Railway Board.

(111)

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated -10-91. 19

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Infringement of gradient in station yards at Karkatta, Japla, Kajrat Nawadih and Nabenagar stations in Mughalsarai Division of Eastern Railway.

Ref:- Your office letter No.CE/Con/W/193/Pt.III/88 dated 9-9-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient 1 in 400 and 1 in 666 at Karakatta station yard, 1 in 592 at Japla station yard, 1 in 400 at Kajrat Nawadih station yard and 1 in 400 and 1 in 593 at Nabenagar station yard as shewn in Form-XI accompanying your letter referred to above as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89. The approval is required in connection with executing the work of Doubling and to provide additional loops at the above mentioned stations on Garwa Road-Sonnagar Section of Mughalsarai Division of Eastern Railway.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station yards that no train will be stabled without a live engine on the Main line.

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

(112)

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

D.O.NO. 70/NDO/CRI/RO/1 New Delhi,
Dated: 4.11.91

The Chief Commissioner of Railway Safety,
Government of India, Ministery of Civil
Aviation (Commission of Railway Safety),
Ashok Marg,
Lucknow- 226001.

Sub: Revision of Rules for opening of Railways.

Ref: Your letter No. RS.9-T(1)/80 dated 6.5.91.

The draft for the amended rules for opening of Railways for public carriage of passengers was submitted for your clearance in March, 1990. The Rajya Sabha Committee on Subordinate Legislation has been pressing for early issue of the new set of rules. We are obliged to issue the rules as early as possible.

In your above mentioned letter of 6th May, 1991, you had kindly agreed to clear the rules by June end. In view of the urgency, you are requested to send us early your views so that the arrangements can be made for their notification after clearance by this Ministry.

DA:NIL.

(H.K.L. Jaggi)
Adviser, Civil Engg.
Railway Board.

(113)

WIRELESS
4-11-91

The General Manager (Bridges),
Western Railway,
Bombay - 400 020.

No.91/CEDO/BR/1 (.) Refer this office letter of even number dated 22-3-91 (.) The information pertaining to Major and Minor Bridges as on 31-3-91 in prescribed statement 'A' & 'B' required to be sent to this office by 30-6-91 not received so far inspite of reminders dated 15-7-91, 9-8-91, 3-9-91 and 10-9-91 (.) Printing of Board's Annual report held up for want of information from Western Railway (.) Expedite (.) Enmile (.)

MEHROTRA
RAILWAYS.

No.91/CEDO/BR/1. New Delhi, Dated 4-11-91.

Copy by post in confirmation:

The General Manager (Bridges), Western Railway, Bombay-400020.

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

(114)

No. 91/CEDO/SD/10. 7-11-1991.

The General Manager(Const. -II),
Eastern Railway,
14, Strand Road(4th Floor),
Calcutta - 700001.

Sub: Infringement of gradient in station yard of Abhaipur & Kajra Stations under MLDT Divn. of Eastern Railway.

Ref: Your letter No.CE/Con/W/168/112 dated 24.10.91.

****

The Administrative Approval of Ministry of Railways has already been communicated under this office letter of even number dated 24.10.91, a copy of which is enclosed herewith for reference and use in your office.

(D.N. MACHIWAL)
for Exe. Dir. Civil Engineering(G),
Railway Board.

DA : As above.

पूर्व रेलवे

S/1028 — 1

(115)

By 24/10/91

S/1021

No.91/CEDO/SD/10.

24-10-91.

The General Manager (SAC),
Eastern Railway,
14, Strand Road, (4th Floor),
Calcutta - 700 001.

Sub:- Infringement of gradient in Station Yard of Abhaipur & Kajra Station under Malda Division of Eastern Railway.

Ref:- Your application No.CE/COK/W/1681 dated 23rd August, 1991. S/1020

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 714 and 1 in 1000 in Abhaipur yard and 1 in 500 in Kajra yard as shown in Form-XI and Drawing No.CE/SAC.SK No.11/91/Drawing No.CE/SAC SK No.12-91 accompanying your letter referred to above. The approval is required in connection with executing the work of converting the existing loop line into Main line and provision of additional loops at Abhaipur & Kajra station yards on Bhagalpur-Jamalpur-Kajra section of Malda Division of Eastern Railway as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89.

It is subject to the condition that a Clause will be inserted in the Station Working Rules of Abhaipur and Kajra Stations yards that no train will be stabled without a live engine on the Main line.

23/10

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

24/10

(116)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 12-11-91. 19

No. 90/CEDO/SD/18.

The Chief Project Manager,
Railway Electrification,
Egmore,
Madras - 600 008.

Sub:- Railway Electrification - Groups 70 and 71 - Jolarpettai-Erode and Salem-Metur Dam sections - Wiring of tracks in Seshasayee Paper Board yard - Condonation from Railway Board.

In view of the position explained in your application No. ETR.252/RR/0150/Vol.III dated 21-3-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for condonation of infringements caused by implantation of 6 OHE Structures having setting distances including curve allowance varying from 2210 to 2320 mm, in connection with wiring of tracks in Seshasayee Paper Board on Jolarpettai-Erode Section of Southern Railway as against 2360 mm + Curve allowance required as per item 13(ii)(d) Chapter-I of B.G.Schedule of Dimensions (1973), as indicated under Column 8(b) in Form-XI accompanying your application referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock for which separate application will be necessary.

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

No.90/CEDO/SD/18. New Delhi, Dated 12 -11-1991.

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(7)/90 dated 22-10-91.

2) The Commissioner of Railway Safety, Southern Circle, No.7, Seshadri Road, Gandhi Nagar P.O., Bangalore - 560009, with reference to his letter No. 96 dated 30/4/91.

(S.M.SINGLA)
for Secretary Railway Board.

(117)

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

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 12 -11-91.

No.91/CEDO/SD/10.

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

Sub:- Pelapathar - Dedramchar-Barbatpur -
Doubling : Remodelling of Dedramchar yard.

Ref:- Your application No.EW/223/W/26/Yds. dated
9th September,91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 439.23 for a length of 540 m as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 at Dedramchar yard in connection with doubling of Pelapathar-Dedramchar-Barbatpur section of Central Railway as shown at S.No.2 of Annexure-I and in Drawing No.GM(E)BB-22203 accompanying your letter referred to above.

The approval is subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station yard that no train will be stabled without a live engine on the Main line.

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

(118)

No.91/CEDO/BR/1. 13-11-91.

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

Sub:- Major & Minor Bridges on Indian Railways as on 31st March,1991.

Ref:- Your letter No.W 65/12 Vol.IV(W3) dated 28-10-91.

Reference may be made to Statement 'A' enclosed with your above quoted letter. It may please be confirmed that the figure of 14,650 shown under Column 10 against 31-3-91 is a typographical error which may be corrected to read as 14,652.

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

STATEMENT OF MAJOR & MINOR BRIDGES & WATERWAYS AS ON 31ST MARCH 1991.

STATEMENT 'A'

S.NO.	RAILWAYS	MAJOR BRIDGES (incl. of ROBs & RUBs)	MINOR BRIDGES (incl. OF ROBs & RUBs)	TOTAL
1	2	3	4	5
1.	Central	1,300	12,974	14,274
2.	Eastern	827	7,548	8,375
3.	Northern	1,065	15,556	16,621
4.	North Eastern	664	4,769	5,433
5.	Northeast Frontier	1008	4,741	5749
6.	Southern	1287	17022	18309
7.	South Central	1248	13183	14431
8.	South Eastern	1463	17420	18883
9.	Western	1362	13290	14652
	TOTAL :-	10224	106503	116727

STATEMENT 'B'

S.NO.	RAILWAYS	30.5 m (100'-0") & above	18.3 m (60'-0") and above to less than 30.5 m (100'-0")	6.1 m (20'-0") and above to less than 18.3 m (60'-0")	Less than 6.1 m (20'-0")	TOTAL
1	2	3	4	5	6	7
1.	Central	604	433	1758	11234	14029
2.	Eastern	465	187	843	6556	8051
3.	Northern	516	341	1334	14249	16440
4.	North Eastern	411	180	496	4285	5372
5.	Northeast Frontier	582	274	700	4124	5680
6.	Southern	544	376	1551	15205	17676
7.	South Central	605	593	1705	11137	14040
8.	South Eastern	775	506	2059	15264	18604
9.	Western	691	288	2135	11468	14582
	TOTAL :-	5193	3178	12581	93522	114474

(120)

No. 91/CEDO/ORI/13. 14-11-1991.

The Chief Engineer(Constn.),
Southern Railway,
18, Millers Road,
Bangalore - 560 046.

Sub: Opening of the new Non-electrified Metre Gauge single line between Chittradurg and Challakere station being a part of Chitradurg-Royadurg in Mysore Division of Southern Railway for the public carriage of passengers - Authorisation.

Ref: Your office letter No.W.347/CTA-HDG/CN dated 25.10.91.

******

Commissioner of Railway Safety, Southern Circle, in para 9.13 of his Inspection Report on the above section, has raised a specific point that the documents submitted by Southern Railway do not make it clear whether waterways for the bridges on the above section are computed for flood discharge with a probable recurrence of 50 years in terms of IRS Code of practice for design of sub-structure and foundation of bridges. But, it is seen from the compliance report against para 9.13 furnished vide your above quoted letter that the issue raised by CRS has not been clarified.

Ministry of Railways therefore desire that clarification on the issue raised by Commissioner of Railway Safety, Southern Circle, may please be furnished immediately.

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

(121)

Spare

No.89/CEDO/SR/5. 14.11.1991.

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

Sub: Condonation of infringements of WAM4 class of AC Electric locomotives with pantograph in locked down condition.

****

Please refer to this office letter of even number dated 1.8.90 (copy enclosed for ready reference) and expedite reply.

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

DA : As above.

(122)

No.89/CEDO/SD/12. 15 -11-91

The General Manager (Engg.),
Railway Electrification,
Allahabad .

Sub:- Khandwa - Sanction of Railway Board to adopt lower values of Overhead Clearance at Khandwa ROB.

Ref:- Your letter No.RE/Engg./W-I/27 dated 4-1-91.

Please refer to this office letter of even number dated 29-8-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA:-One.

(123)

No.91/CEDO/ORI/5. 15-11-91.

The General Manager (S&C),
Eastern Railway,
Calcutta.

Sub:- Opening of the new electrified Up line No.2 between Pahleza and Karwandiya Stations of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer to this office letter of even number dated 13-6-91 (Copy enclosed for ready reference) and expedite the reply.

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

DA/One.

(5) (124)

No. 91/CEDO/SR/11. 18 -11-1991.

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

Sub: Condonation of infringements of WAG4 class of B.G. AC Electric freight locomotive with pantograph in locked down condition.

******

Para 2.5.1 of Speed Certificate No.SD.WAGI.11 dated 23.3.81 of WAG4 locomotive issued by Director Standards(Motive Power) RDSO Lucknow is reproduced below.

" The pantograph of the locomotive infringes the maximum moving dimensions of 1929 of the BG Metric Schedule of Dimensions 1973 in non-electrified sections. Board's condonation for the infringement for any movement of the locomotive with pantograph in locked down condition over non-electrified section may be obtained as usual".

It is requested that the various clauses infringing the maximum moving dimensions of 1929 in respect of above locomotive with pantograph in locked down condition may please be particularly specified alongwith the amount of infringement and your reason for condonation of infringements. A drawing showing these infringements may also be sent and it may be advised if the movement of these locomotives in dead condition on non-electrified sections would requirehany imposition of speed restrictions as the locked down pantograph will be infringing the maximum moving dimensions of 1929 and the rolling stock will itself be constituting on ODC. Similar infringements as called for above have been advised by RDSO in the case of WAG 2 and WAG 5 locomotives vide their letter No.CT/DEL/WAG.2 dated 22.9.1989 and No.CT/DEL/WAM.4B dated 18.4.1990 through CCRS Lucknow.

15/11

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

No.91/CEDO/SR/11. New Delhi, dated -11-1991.

The General Manager Western Railway Bombay with reference to his application No.W.636/9/1/19 Vol.II(W5) dated 29.7.91 to Secy.(Civil Engg.) Railway Board for running of WAG4 locos.

C/c

Contd...2/-

(125)

In terms para 2.5.2 of RDSO's Speed Certificate No.SD.WAG.I.11 dated 23.3.81, you have not applied for condonation of infringement of WAG4 locos with pantograph in locked down condition. RDSO has therefore been requested to apply for condonation of infringements through CCRS Lucknow in order that general condonation may be considered for issue from Board's office and para 2.5.2 of the Speed Certificate accordingly modified by RDSO. As the drawing number of WAG4 locos has not been indicated any where in the application and its enclosures, it is requested that the drawing of WAG4 locos may also be sent for reference and use in this office.

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

(126)

...NDIA

...WAYS

...dated 18.11.1991.

...Steepest Gradient
...ays on BG,MG and NG.

...letter of even number

...ready reference)

...MACHIWAL)
...ivil Engineering(G),
...ay Boards

(127)

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

No.91/CEDO/SC/1. New Delhi, dated 15-4-1991.

The General Managers,
All Indian Railways.

Sub: Sharpest curvature and steepest gradient existing on the Indian Railways on BG, MG and NG.

*****

Statistical information is required for day to day use in the Civil Engineering Directorate of Board's office pertaining to sharpest curve and steepest gradient existing on the Indian Railway track of different gauges alongwith the particulars of longest bridge, longest tunnel, longest platform and highest elevation of track on your Railway. In addition, the particulars of the steepest gradient and the sharpest curve existing on Group 'A' and Group 'B' routes may also be furnished.

Ministry of Railways desire that the information required may please be furnished to this office at an early date in Proforma I, II & III enclosed.

(S.M. SINGLA) 25.3.91
Executive Director Civil Engineering (G),
Railway Board.

DA : As above.

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)

सं. 91/सी.ई.डी.ओ/एससी:/I नयी दिल्ली, दिनांक 4.91

महाप्रबन्धक
सभी भारतीय रेलें।

विषय:- भारतीय रेलों पर ब्रॉड लाईन और मी. लाईन और नैरो लाईन पर तीव्र कर्वेचर और ढलुवां ग्रेडियन्ट

रेल मंत्रालय एवं निदेशालय के सीधे प्रयोग के लिये आपकी रेलवे पर सबसे लम्बा पुल, सबसे लम्बी सुरंग, सबसे लम्बे प्लेट गार्ड, सबसे ऊंची सड़क के रेलपथ के विवरण के साथ साथ भारतीय रेलों के विभिन्न आमानों के औसत्दा सबसे तीव्र कर्व, सबसे अधिक ढालू दार ग्रेडियन्ट से सम्बंधित आंकड़ों की आवश्यकता है। डब्लि अवस्था ग्रुप 'ए' तथा ग्रुप 'बी' मार्गों पर मौजूदा सबसे ढालूदार ग्रेडियन्ट तथा सबसे तीव्र कर्व के विवरण भी प्रस्तुत किये जायें।

रेल मंत्रालय चाहता है कि अपेक्षित सूची निम्नलिखित प्रोफार्मा I, II तथा III में यथाशीघ्र प्रस्तुत की जाये।

संलग्नक

एस. एम. सिंगला
(एस. एम. सिंगला)
कार्यकारी निदेशक सि. इंजी. (सी.)
रेलवे बोर्ड

निदेशन - उपरोक्त।

PROFORMA - III

_____ RAILWAY

BRIDGE

	Name	Span	Size	Location
Longest Bridge				

TUNNEL

	Tunnel No.	Name	Size dia X length	Location
Longest Tunnel				

PLATFORM

	Name of Station where existing	Length of Platform in metres(feet)
Longest Passenger Platform		

ELEVATION

	B.G.		M.G.		NG(762mm)		NG(610mm)	
	In metres (feet)	Location	In metres (feet)	Location	In metres (feet)	Location	In metres (feet)	Location
Highest Elevation of track above M.S.L.								

PROFORMA - I

_____ RAILWAY

Gauge	Steepest Gradient		Sharpest Curve	
	Steepest Gradient	Section on which existing with kilometrage thereof.	Sharpest curve in degrees (radius in metres)	Section on which existing with kilometrage thereof.
1	2	3	4	5
B.G.				
M.G.				
N.G.762mm				
N.G.610mm				

PROFORMA - II

_____ RAILWAY

ON GROUP 'A' ROUTES				ON GROUP 'B' ROUTES			
Steepest Gradient		Sharpest Curve		Steepest Gradient		Sharpest Curve	
Steepest Gradient	Section on which existing with kilometrage thereof.	Sharpest curve in degrees (radius in routes)	Section on which existing with kilometrage thereof	Steepest Gradient	Section on which existing with kilometrage thereof	Sharpest curve in degrees (radius in metres)	Section on which existing with kilometrage thereof.
1	2	3	4	1	2	3	4

(131)

(132)

No.91/CEDO/SD/10. 20-11-91.

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

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in station yards at New Jalpaiguri and Rangapani on Katihar Division of N.P.Railway.

Ref:- Your office letter No.W/260/CON/P-D Project/ Pt.II dated 1-11-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 in New Jalpaiguri yard and 1 in 700 in Rangapani yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 in connection with doubling between New Jalpaiguri and Malda Town section of Katihar Division of Northeast Frontier Railway as shown in Annexure-I and Drawing No. CE/CON/MN/Y/Phase/8/89 Alt1 & CE/CON/M-N/Y/15/87 Alt.5 accompanying your letter referred to above.

The approval is subject to subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station yards that no train will be stabled without a live engine on the Main line.

Sd/-

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

(133)

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

No.91/CEDO/SD/10.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 20 -11-91.

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

Sub:- Application for condonation for infringing grades steeper than 1 in 1200 in station yards at New Jalpaiguri and Rangapani on Katihar Division of N.F.Railway.

Ref:- Your office letter No.W/260/CON/P-D Project/ Pt.II dated 1-11-91.

In view of the position explained in your above quoted application, Administrative approval of Ministry of Railways is hereby communicated for adoption of a gradient of 1 in 400 in New Jalpaiguri yard and 1 in 700 in Rangapani yard as against 1 in 1200 gradient decided by Ministry of Railways in terms of their letter No.88/CEDO/SD/8 dated 6-9-89 in connection with doubling between New Jalpaiguri and Malda Town section of Katihar Division of Northeast Frontier Railway as shown in Annexure-I and Drawing No. CE/CON/MN/Y/Phase/8/89 Alt 2 & CE/CON/M-N/Y/15/87 Alt.5 accompanying your letter referred to above.

The approval is subject to subject to the condition that a Clause will be inserted in the Station Working Rules of the above mentioned station yards that no train will be stabled without a live engine on the Main line.

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

(134)

भारत सरकार
रेल मंत्रालय(रेलवे बोर्ड)

सं. 88/सी ई डी ओ/एस डी/8 नई दिल्ली, दिनांक 28. 11. 1991

महाप्रबंधक(निर्माण),
सभी भारतीय रेलें ।

विषय:- स्टेशन यार्डों में ग्रेडिएंट ।

.....

कृपया इस कार्यालय के दिनांक 6.9.89, 11.7.90 और 15.11.90 के समसंख्यक पत्रों का अवलोकन करें जिनमें यह वांछा की गई थी कि सभी नये विनिर्माणों/पुनर्निमाणों के मामलों में, स्टेशन यार्डों पर मुहैया किये जाने वाले न्यूनतम ग्रेडिएंट 1200 में । होना चाहिए यदि इस ग्रेडिएंट के कारण अधिक खर्चा होता है तो रेल मंत्रालय को ~~अलग~~ अलग से आवश्यक स्पष्टीकरण विवरणों सहित जिसमें मौजूदा वास्तविक ग्रेडिएंट ड्राइंग नं. और प्रत्येक मामले में स्टीपर ग्रेडिएंट अपनाने के लिए कार्य के निष्पादन से पहले होने वाला खर्च भी शामिल हो, बताया जाना चाहिए ।

ऐसे मामले भी प्रकाश में आए जहां रेलें 400 में । स्टीपर ग्रेड के लिए सचिव(सि. इ.), रेलवे बोर्ड को प्रशासनिक अनुमोदन के लिए आवेदन करती हैं । इस संबंध में, यह स्पष्ट किया जाता है कि 400 में । से 260 में । ग्रेड स्टीपर तक से संबंधित सभी मामलों के लिए नियमों में उल्लंघन के लिए माफी सीधे ही संबंधित रेल संरक्षा आयुक्त से प्राप्त की जाए और 260 में । स्टीपर ग्रेड्स के लिए नियमों में उल्लंघन के लिए माफी ती आर एस और सी सी आर एस के माध्यम से रेल मंत्रालय से प्राप्त की जाए । 1200 में । से अधिक स्टीपर ग्रेड तथा 400 में । तक स्टीपर ग्रेड से संबंधित मामलों को प्रशासनिक अनुमोदन के लिए रेल मंत्रालय को भेजा जाए ।

....2..

प्रशासनिक अनुमोदन के लिए आवेदन करते समय यह सुनिश्चित किया जाए कि आवेदन पत्र में उद्धृत ग्रेड कार्यस्थल पर मौजूदा वास्तविक ग्रेड है और वह नहीं है जो कि विषय सूची योजना/खंड में उल्लिखित किये गये हैं ।

कृपया पावती दें ।

एस. एम. सिंगला

(एस. एम. सिंगला)
कार्यपालक निदेशक, सि. इ. (सा),
रेलवे बोर्ड.

सं. 88/सी ई डी ओ/एस डी/8 नई दिल्ली, दि० 28. 11. 1991

प्रतिलिपि, महानिदेशक, अ. अ. मा. सं., लखनऊ-226001 तथा अन्य को प्रेषित ।

एस. एम. सिंगला

(एस. एम. सिंगला)
कार्यपालक निदेशक, सि. इं. (सा.),
रेलवे बोर्ड.

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

No. 88/CEDO/ST/6. New Delhi, Dated 28-11-91.

The General Managers (Works),
All Indian Railways.

Sub:- Gradient in Station yards.

Please refer to this office letters of even number dated 6-9-89, 11-7-90 and 15-11-90 wherein it was desired that in case of all new constructions/remodelling, the minimum gradient to be provided in the Station yards should be 1 in 1200. In case, adoption of this gradient would entail heavy expenditure, an administrative reference should be made to the Ministry of Railways individually with necessary explanatory details including existing actual gradients drawing number and expenditure involved in each case before execution of the work for adopting steeper gradient.

Cases have come to light where railways are applying for administrative approval to Secretary (Civil Engg.) Railway Board for grades steeper than 1 in 400. In this connection, it is to clarify that condonation of infringements for all cases pertaining to grades steeper than 1 in 400 and upto 1 in 260 should be obtained direct from the concerned Commissioner of Railway Safety and condonation of infringements for grades steeper than 1 in 260 should be obtained from the Ministry of Railways through Commissioner of Railway Safety and Chief Commissioner of Railway Safety. Cases pertaining to grades steeper than 1 in 1200 and upto 1 in 400 should be referred to Ministry of Railways for administrative approval.

While applying for administrative approval, it may be ensured that the grades quoted in the application are the actual grades existing at site and not the ones which are indicated in the Index Plan/Section.

The receipt of this letter may please be acknowledged.

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

P.T.O.

(137)

No. 88/CEDO/SD/8. New Delhi, Dated 28-11-91.

Copy forwarded for information to:-

1) The Director General, R.D.S.O., Lucknow - 226 001.
2) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001 with 25 spare copies.
3) The General Managers/ DLW, CLW, ICF, RCF/Kapurthala, W&AP/Bangalore and Railway Electrification, Allahabad - 211001.
4) The Chief Administrative Officer, Diesel Component Works, Patiala.
5) The Chief Administrative Officer, Central Organisation for Modernisation of Workshops, New Delhi.
6) The Chief Administrative Officer(Construction), Central Railway, Bombay V.T.
7) The Chief Administrative Officer (Construction), Northern Railway, Kashmere Gate, Delhi.
8) The Chief Administrative Officer (Construction), Southern Railway, Egmore, Madras - 600 008.
9) The Chief Administrative Officer (Construction), South Central Railway, Rail Nilayam, Secunderabad - 500371.
10) The Principal, Railway Staff College, Vadodara.
11) The Director, Indian Railway Institute of Civil Engineering, Pune.
12) The Director, Indian Railways Institute of Signal Engineering & Telecommunications, Secunderabad.
13) The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
14) The Director, Indian Railways Institute of Electrical Engineering, Nasik.
15) The General Manager (Construction), Northeast Frontier Railway, Maligaon, Guwahati.
16) The General Manager, Metropolitan Transport, Calcutta.

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

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

No.91/CEDO/SD/3.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 2-12-91. 19

The General Manager,
North Eastern Railway,
Gorakhpur.

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

Ref:- Your application No.W/340/Infringement/LJN/4-A dated 9-8-91.

Reference may be made to this office letter No. 88/CEDO/SD/20 dated 9-1-89 under which sanction for condonation of infringements to existing curve No.3 on running line and curve No. 14 and 15 on non-running lines in Steam Loco Shed of Lucknow Junction B.G.yard has been conveyed to North Eastern Railway. The said sanction was valid upto 31-3-91 or until these infringements are removed during the remodelling of Lucknow yard in connection with doubling of Lucknow-Kanpur BG Section whichever is earlier.

Ministry of Railways have noted with regret that even after a lapse of three years the Railway have not been able to remove the above infringements and are approaching for extension of time for a further period of three years caring the least for the high degree of curvature. It is therefore imperative that the above infringements on curve No.3 are removed without any further delay, by carrying out the minimum yard alterations necessary, without waiting for the completion of the work of doubling and compliance reported to this office and Chief Commissioner of Railway Safety Lucknow.

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

No.91/CEDO/SD/3. New Delhi, Dated 2-12-1991.

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(6)/84 dated 10-10-91.
2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.452/3493/Pt.IV dated 16-8-91.

(S.M.SINGLA)
for Secretary, Railway Board.

(139)

No.91/CEDO/SD/3. 2-12-91.

The General Manager,
North Eastern Railway,
Gorakhpur.

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

Ref:- Your application No.W/340/Infringement/LJN/4-A dated 9-8-91.

Reference may be made to this office letter No. 88/CEDO/SD/20 dated 9-1-89 under which sanction for condonation of infringements to existing curve No.3 on running line and curve No. 14 and 15 on non-running lines in Steam Loco Shed of Lucknow Junction B.G.yard has been conveyed to North Eastern Railway. The said sanction was valid upto 31-3-91 or until these infringements are removed during the remodelling of Lucknow yard in connection with doubling of Lucknow-Kanpur BG Section whichever is earlier.

Ministry of Railways have noted with regret that even after a lapse of three years the Railway have not been able to remove the above infringements and are approaching for extension of time for a further period of three years caring the least for the high degree of curvature. It is therefore imperative that the above infringements on curve No.3 are removed without any further delay, by carrying out the minimum yard alterations necessary, without waiting for the completion of the work of doubling and compliance reported to this office and Chief Commissioner of Railway Safety Lucknow.

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

No.91/CEDO/SD/3. New Delhi, Dated 2-12-1991.

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(6)/84 dated 10-10-91.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur with reference to his letter No.452/3493/Pt.IV dated 16-8-91.

(S.M.SINGLA)
for Secretary, Railway Board.

Spare (140)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4-12-1991. 19

No.89/CEDO/SR/4.

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

Sub: Running of 140t BG Diesel Hydraulic break down crane (Jessop) to RDSO Sketch No.CR.748 Alt.2 on various BG sections of Southern Railway.

Ref: Your application No.W.438/4/TY dated 16/17.5.89.

*****

In partial modification of this office sanction of even number dated 4/5.9.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I (1), 2) & 3) may be corrected to read as under :-

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

2. When working/trailing on its own power with or without load as indicated in RDSO's Sketches LD/SK-615 and 616 (Sheet No.1 & 2) shall be permitted to run/work at a maximum speed of 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.

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck, shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(141)

According to the latest Speed Certificate No.SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12 m and 32 m (clear) (b) 60 Kmph on bridges having spans between 12 m and 32 m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate. The speed restriction No.2 indicated at page 2 in the Safety Certificate No.493 B.G. dated 10.4.89 should be modified to include the words 'on bridges' between 'speed' and 'should' to convey the purpose for which it is meant for and should read as under :-

> "The speed on bridges should be restricted to 40 Kmph when hauled by a single WG locomotive as trailing load with jib resting on match truck."

Receipt of this letter may please be acknowledged.

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

No.89/CEDO/SR/4. New Delhi, dated 4-12-1991.

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 9.8.89.
2. The Commissioner of Railway Safety, Southern Circle, Bangalore with reference to his letter No.303 dated 23.5.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

Spare (148)

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

No.89/CEDO/SR/4.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 4-12-1989.

The General Manager,
Western Railway,
Bombay.

Sub: Running of 140t BG Diesel Hydraulic break down crane supplied by M/s Jessop & Co. Calcutta.

Ref: Your application No.W.628/12/13 Vol.III dated 18.4.89.

******

In partial modification of this office sanction of even number dated 27.7.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I may be corrected to read as under :-

1),2) & 3)

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

2. When working/trailing on its own power with or without load as indicated in RDSO's Sketches LD/SK-615 and 616 (Sheet No.1 & 2) shall be permitted to run/work at a maximum speed of 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.

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck, shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(143)

According to the latest Speed Certificate No. SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12m and 32m (clear) (b) 60 Kmph on bridges having spans between 12m and 32m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate.

Receipt of this letter may please be acknowledged.

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

No.89/CEDO/SR/4. New Delhi, dated 4-12-1991.

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 5.6.89.
2. The Commissioner of Railway Safety, Western Circle, 2nd Floor, Churchgate Station Bldg. Annexure, Maharshi Karve Road, Bombay with reference to his letter No. 12-5/260/138 dated 28.4.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

Spare (144)

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

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 4-12-1991.

No.89/CEDO/SR/4.

The General Manager,
Eastern Railway,
Calcutta.

Sub: Introduction of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop and Co.Ltd. Calcutta in regular service.

Ref: Your application No.W.552/15/Vol.II dated 9.8.89.

******

In partial modification of this office sanction of even number dated 27.10.89 for running of 140t BG Diesel Hydraulic break down crane, the conditions appearing below para-I (1),2)& 3) may be corrected to read as under :-

ON TRACK

1. When hauled in a train as a trailing load by Steam, Diesel or Electric loco with jib resting on match truck shall be permitted to run at a maximum permissible speed of 60 Kmph or at a sectional sectional speed of goods train whichever is less in that section.

2. When working/trailing on its own power with or without load as indicated in RDSO's Sketches LD/SK-615 and 616 (Sheet No.1 & 2) shall be permitted to run/work at a maximum speed of 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.

ON BRIDGES

1. When hauled as a trailing load on bridges by Single WDM2, WAM4 or any other diesel or electric locomotive with jib resting on match truck, shall be permitted to run at a maximum permissible speed of 60 Kmph.

2. When hauled as a trailing load on bridges by Single WG with jib resting on match truck. shall be permitted to run a maximum permissible speed of 40 Kmph.

3. The crane is prohibited to run on bridges when driven by its own power with or without load.

Contd..2/-

(145)

According to the latest Speed Certificate No. SL/CR/SPD/140t/Jessop dated 1/25.2.91, a maximum permissible speed of 75 Kmph has been certified by RDSO on track in general and (a) 75 Kmph on bridges having spans other than between 12m and 32m (clear) (b) 60 Kmph on bridges having spans between 12m and 32m (clear). You may therefore approach the concerned CRS for further increase in speed for running of these cranes based on RDSO's latest Speed Certificate.

Receipt of this letter may please be acknowledged.

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

No.89/CEDO/SR/4. New Delhi, dated 4-12-1991.

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 12.10.89.
2. The Commissioner of Railway Safety, Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.32/3613/86-88-89 dated 3.10.89.
3. The Director Standards(Motive Power), RDSO, Lucknow - 226 011.

(S.M. SINGLA)
for Secretary, Railway Board.

(146)

No.89/CEDO/SR/4. 4-12-1991.

The General Manager,
Central Railway,
Bombay.

Sub: Running of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop & Co. Ltd. Calcutta.

Ref: Your application No.M-190-RC-WY/BR/IV dated 3.1.89.

*****

With reference to your application quoted above, sanction for running of 140t BG Diesel Hydraulic break down crane manufactured by M/s Jessop & Co. Ltd., has been issued under this office letter of even number dated 14.2.89/9.8.89 based on your Joint Safety Certificate No.C-44/88 BG. As per RDSO Speed Certificate No.SL/CR/SPD/140t/Jessop dated 9.9.88, all Steam, Diesel and Electric locos can be run at a maximum speed of 60 Kmph on track laid with 90R rails on sleepers to M+4 density and 200 mm depth of ballast cushion below sleepers which may consist of 75 mm clean and rest in caked up condition. It is only on the bridges that there is a speed restriction of 40 Kmph for WG Steam locos and the cranes are not permitted to run at all on bridges driven by their own power with or without load. The Track Certificate and Joint Safety Certificate enclosed with your application dated 3.1.89 are therefore not in order as these certificates indicate the speeds for running of the cranes on bridges only and not in general. The sanction of even number dated 14.2.89/9.8.89 issued from this office which is based on your Joint Safety Certificate therefore necessitates a revision.

You are therefore requested to apply for a fresh sanction through CRS and CCRS with revised certificates in supersession of your earlier application dated 3.1.89. Your fresh application should be based on RDSO's latest Speed Certificate No.SL/CR/SPD/140t/Jessop dated 1/25.2.91, a copy of which is enclosed herewith for your ready reference.

Sd/-

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

DA : As above.

(147)

No.90/CEDO/ONI/1. 3-12-91.

The Chief Project Manager,
Railway Electrification,
Bilaspur.

Sub:- Introduction of Electric Traction on the tracks falling under Durg-Nagpur section.

Ref:- Your office letter No.CPM/BSP/DNGR/EL/T/28/Pt.III/230 dated 18-2-91.

Please refer to your office letter quoted above and advise the date of commissioning of Electric Traction installations on Durg-Nagpur section.

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

(148)

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

S.M.SINGLA
Executive Director Civil Engg(G)

D.O.No.88/CEDO/ORI/19. New Delhi, Dated 4-12-1991.

My dear Kalikavatheram,

Sub:- Opening of new B.G.line from Nalgonda Phase-II of the construction of new B.G.line between Bibinagar and Nadikude for the public carriage of passengers on Secunderabad (BG) Division of South Central Railway.

Ref:- Your office letter No.W.Con.347/C/55 dated 7-11-88 and W.Con.347/C/55/Vol.II dated 18-2-91.

Reference may be made to this office letter of even number dated 7-10-88. In terms of Endorsement No.2 of this office letter, the action taken by South Central Railway on Commissioner of Railway Safety's recommendations and suggestions referred to in his Inspection Report prior to opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy under intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and every item of his Inspection Report inspite of reminders of even number dated 27-2-90, 8-11-90 and 31-1-91, I shall be thankful if you look into the matter personally and send the interleaved copy to CRS immediately under advice to this office.

With best wishes,

Yours Sincerely,

(S.M.SINGLA)

Shri.Kalikavatheram,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500 371.

(149)

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

S.M.SINGLA
Executive Director Civil Engg:(G)

D.O.No.89/CEDO/ORI/3. New Delhi, Dated 6-12-91.

My dear Kalikavatharam,

Sub:- Opening of new Broad Gauge line from Malgonda Phase-II of the construction of new Broad Gauge line between Bibinagar and Nadikude for the public carriage of passengers on Secunderabad (BG) Division of South Central Railway.

Ref:- Your office letter No.W.Con 347/C/55/Pt.II dated 16-3-89 and 28-3-90.

Reference may be made to this office letter of even number dated 28-2-89. In terms of Endorsement No.2 of this office letter the action taken by South Central Railway on CRS's recommendations and suggestions referred to in his Inspection Report prior to the opening of the above line is required to be advised direct to Commissioner of Railway Safety, South Central Circle, Secunderabad in an interleaved copy under intimation to this office.

Since South Central Railway have not so far sent the interleaved copy to Commissioner of Railway Safety showing the action taken on each and item of his Inspection Report inspite of reminders of even number dated 2-1-90, 27-2-90, 13-11-90 and 4-2-91, I shall be thankful if you could look into the matter personally and send the interleaved copy to Commissioner of Railway Safety immediately under advice to this office.

With best wishes,

Yours Sincerely,

(S.M.SINGLA)

Shri. Kalikavatharam,
Chief Engineer (Construction),
South Central Railway,
Secunderabad - 500371.

(150)

Sno 2

No.91/CEDO/SD/13. 6.12.1991.

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

Sub: Durg-Nagpur Railway Electrification -
Level crossing in Kanhan Station Yard -
Height of contact wire over UP line.

.....

Sno 1/3 → In view of circumstances explained in your application No.DNRE/EL/T/14/2083 dated 18th November, 1991, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringement caused by reduction of contact wire height to 5265 mm over UP line at level crossing of Kanhan Station Yard of South Eastern Railway as against 5500 mm required as per item (5)(ii) Chapter-VA of BG Schedule of Dimensions (1973) as indicated in Form-XI accompanying your application referred above as a stop gap measure with the stipulation that the clear head room under the height gauge shall not exceed 4.45 metres. Suitable caution notice shall be displayed at the approach to the level crossing to warn the users of the restricted clear head room available at the subject crossing. Transport authorities, District Magistrate and local bodies and Electrical Inspector (Chief Electrical Engineer) shall be suitably informed. Railway may in due course take action to shift the level crossing in a manner so as to realise a standard clear head room of 5.5 metres.

6/12

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

No.91/CEDO/SD/13. New Delhi, dated 6.12.1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS.18-T(4)/90 dt. 26.11.91. Sno 1/1
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No. 937/19/65 dated 20.11.91. Sno 1/2

6/12

(S.M. SINGLA)
for Secretary, Railway Board.

(151)

DRAFT

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.91/CEDO/SD/13 New Delhi, dt. 6-12.1991

The Chief Project Manager,
Railway Electrification,
Bilaspur 495001.

Sub: Durg-Nagpur Railway Electrification -
Level crossing in Kanhan Station Yard -
Height of contact wire over UP line

In view of circumstances explained in your application No.DNRE/EL/T/14/2083 dt. 18th November, 1991, sent through the Chief Commissioner of Railway Safety, Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of fringement caused by reduction of contact wire height to 5265mm over UP line at level crossing of Kanhan Station Yard of South Eastern Railway as against 5500mm required as per item (3)(iii) Chapter-VA of BG Schedule of Dimensions (1973) as indicated in Form XI accompanying your application referred above as a stop gap measure with the stipulation that the clear head room under the height gauge shall not exceed 4.43 metres. Suitable caution notice shall be displayed at the approach to the level crossing to warn the users of the restricted clear head room available at the subject crossing. Transport authorities, District Magistrate and local bodies and Electrical Inspector (Chief Electrical Engineer) shall be suitably informed. Railway may in due course take action to shift the level crossing in a manner so as to realise a standard clear head room of 5.5 metres.

Sd/-
(S.M. SINGLA)
Executive Director Civil Engineering (G)
Railway Board.

No.91/CEDO/SD/13 New Delhi, dt. 6.12.91

Copy for information & necessary action to:-

1) The Chief commissioner of Railway Safety, Ashok Marg, Lucknow

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(152)

DRAFT

with reference to his endorsement No.RS18-T(4)/90 dt. 26.11.91.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta 700001, with reference to his letter No. 937/19/65 dt. 20.11.91.

(S.M. SINGLA)
For Secretary, Railway Board.

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

No.90/CEDO/ORI/1. रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 9-12-1991.

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

Sub: Introduction of Electric Traction on the tracks falling under Bilaspur - Anuppur Section of South Eastern Railway.

*****

With reference to your letter No.CPM/BSP/BKRE/EL/T/28/1627 dated 29.08.1991sent through the Chief Commissioner of Railway Safety Lucknow, I am directed to communicate Ministry of Railways authorisation to Commissioner of Railway Safety for progressively commissioning of 25 KV AC Single phase 50 C/S system for Electric Traction installations of each sub-section on Bilaspur (excl.) - Anuppur (incl.) section of Bilaspur Division of South Eastern Railway. The authorisation is subject to observance of the conditions laid down in your office letter referred to above and in the 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 Electrification Bilaspur's application.

The date of commissioning of the traction installations on Bilaspur (excl.) - Anuppur (incl.) Section of Bilaspur Divn. of South Eastern Railway may please be intimated to this office.

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

No.90/CEDO/ORI/1. New Delhi, dated 9-12-1991.

Copy forwarded for information to :-

1. The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow with reference to his Endorsement No.RS. 8-T(1)/91 dated 25.11.1991.
2. The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700 001 with reference to his letter No.689/19/72 dated 9.9.1991.

(S.M. SINGLA)
for Secretary, Railway Board.

(154)

No.66/WDO/SR/19. 16-12-91.

The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226001.

Sub:- Schedule of Dimensions 1676 gauge Maximum Moving Dimensions - Adoption of New BG Profile to RDSO's Sketch No. EDO/T-1043.

Ref:- Your office letter No.RS.25-T(2)/80 dated 31-5-88

Please refer to this office letter of even number dated 8-10-91 a copy of which is enclosed herewith for your ready reference. B.G.Schedule of Dimensions (1973) is in process of revision with RDSO, and an early finalisation of the issue regarding substitution of 1929 Profile by EDO/T-1043 Profile in the B.G.Schedule, is necessary to finalise the revision.

Ministry of Railways therefore desire that your considered opinion in the subject may please be sent to this office at an early date.

(S.M.Singla)
Executive Director Civil Engineering (G),
Railway Board.

/SR/19. New Delhi, Dated 16-12-91.

Copy forwarded for information to:-

The Director General (Track), RDSO, Lucknow-226011 with reference to his letter No.CT/SD/REV/BGMG dated 4-12-91

(S.M.Singla)
Executive Director Civil Engineering(G),
Railway Board.

(155)

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

No.91/CEDO/SD/14.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 19-12-91.

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

Sub:- Kala Akhar - Polapatthar Doubling - Interim remodelling of Kala Akhar yard to suit doubling between Kala Akhar and Polapatthar stations on Itarsi-Amla section of Nagpur Division of Central Rly.

With reference to your letter No.EW/223/W-32/Yard dated 3-8-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to condonation of grade infringement of 1 in 150 to item 2 Chapter-II of B.G.Schedule of Dimensions (1973) involved in connection with interim remodelling of Kala Akhar yard to suit doubling between Kala Akhar-Polapatthar stations on Itarsi-Amla section of Nagpur Division of Central Railway as shown in Annexure-I on the reverse. Annexure-I is based on Form-XI and Drawing No. G.M.(E)BB/R-1441 accompanying your letter referred to above.

It is noted that a proposal is being developed to regrade the steep grade of 1 in 150 at Itarsi end to 1 in 260 during final remodelling of the yard.

From the copies of the corrospondance exchanged between the Railway, Commissioner of Railway Safety& Chief Commissioner of Railway Safety, it is seen that suitable safeguards have been incorporated in Station Working Rules with regard to shunting operations, in view of the steep gradient in the yard during the intermediate phase of yard remodelling.

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

(156)

No.91/CKDO/SD/14. New Delhi, Dated 19-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow - 226001, with reference to his Endorsement No. RS.18-T(3)/90 dated 16-12-91.

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. 700 dated 06-09-91.

Sd/-
(A.K.MEHROTRA)
for Secretary Railway Board.

ANNEXURE-I

S.No.	Location and Kms.	Name of the Structure which infringes.	Chapter and Item.	Prescribed Dimensions.	Existing Actual Dimensions.
1	2	3	4	5	6
1.	Kala Akbar station on Itarsi-Amla section of Nagpur Division. Kms.778-05 from BBVT via.Itarsi.	Existing gradient between Ch.(-)723.60 & Ch.(-)540.00 on Itarsi end of the yard.	Chapter-II Item-2.	Maximum 1 in 400 0.25%	1 in 150 0.667%
2.	-do-	Existing gradient between Ch.260 & Ch.850 on Nagpur end of the yard.	-do-	Maximum 1 in 400 0.25%	1 in 150 0.667%

	Amount of Infringement.
	7
1.	0.417 %
2.	0.417 %

(157)

No.91/CEDO/ORI/2. 19-12-91.

The General Manager,
Eastern Railway,
Calcutta.

Sub:- Opening of the New Up line between Nabinagar Road - Barkisalaiya and Barkisalaiya-Ankorah stations on Sonnagar-Garwa Road section of Mughalsarai Division of Eastern Railway for the public carriage of passengers.

Please refer Endorsement No.2 of this office letter of even number dated 29-5-91 (copy enclosed for ready reference) and expedite the reply.

The receipt of this letter may please be acknowledged

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

DA/One.

(158)

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

No.90/CEDO/SD/18.

रेल भवन, नई दिल्ली-110001, तिथि 19
Rail Bhavan, New Delhi-110001, dated 20-12-91.

The Chief Signal & Telecommunication Engineer (Constn.),
Central Railway,
Bombay V.T.

Sub:- Bhusaval - Itarsi section - Replacement of lever frame at Burhanpur by Panel interlocking.

With reference to your application No.N426/REFL/LP/BSL-KT/86-87/V dated 14-11-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the condonation of infringements caused by 3 Signal Structures and 3 Stop Boards having setting distances varying from 2220 to 2320 from Primary and Secondary track on Bhusaval (Incl.)-Itarsi (Incl.) section of Central Railway to item 13(ii)(c) Chapter-I of B.G.Schedule of Dimensions (1973) involved in connection with replacement of lever frame at Burhanpur by Panel interlocking as shown in Form-XI accompanying your letter referred to above.

The sanction is not applicable for running of 3660 mm (12'-0") wide EMU Stock for which separate application will be necessary.

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

No.90/CEDO/SD/18. New Delhi, Dated 20-12-91.

Copy forwarded for information to:-

1) The Chief Commissioner of Railway Safety, Ashok Marg, Lucknow-226001, with reference to his Endorsement No.RS.18-T(3)/90 dated 22-11-1991.

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.816 dated 16-11-91.

(S.M.SINGLA)
for Secretary Railway Board.

(159)

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

No. 91/CEDO/SR/1.

रेल भवन, नई दिल्ली-110001, तिथि
Rail Bhavan, New Delhi-110001, dated 20-12-91.

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

Sub:- Running of UT tampers on BG Section Malda Town - Guwahati and Katihar - Kumedpur Sections.

With reference to your application No.W/260/Track Machine/W-7 dated 10-10-90 sent through the Chief Commissioner of Railway Safety Lucknow and your letter dated 6-11-91, the sanction of Ministry of Railways is hereby communicated for the running of 11.5t axle load Universal on track tampers manufactured by M/s.Plasser & Thurer to their Drawing No.U.0036 on Malda Town - New Guwahati and Katihar - Kumedpur BG Sections of your railway at a maximum speed of 40 Kmph on its own power or attached to a Goods Train subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions and stipulations made in your Joint Safety Certificate No.191 and all other certificates accompanying your application referred to above.

The Ministry of Railways also condone the infringements to item 2(ii), 15, 19(a), 20(a) and 21(a) of Chapter-IV(A) of BG Schedule of Dimensions (1973) involved in the design of the above machine.

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

P.T.O.

(160)

No.91/CEDO/SR/1. New Delhi, Dated 20-12-91.

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(2)/90 dated 26-12-90.

2) The Commissioner of Railway Safety, North Eastern Circle, Gorakhpur - 273012, with reference to his letter No.511/305 dated 14-11-1990.

3) The Director General (Track), R.D.S.O., Lucknow - 226 011, with reference to his letter No.CT/TM/SC/U-0036 dated 1-2-1991 to General Manager (Engineering), Northeast Frontier Railway. Necessary arrangements may be made to issue the Speed Certificate for the above machine based on the experience gained by the railways in the operation of these machines over the last 15 years.

(S.M.SINGLA)
for Secretary Railway Board.

(161)

S.M. Singla,
Executive Director
Civil Engineering(G).

DO No.87/WDO/SD/5 New Delhi, the 24-12-91.

My dear Ashok Kumar,

Reg: Report of the Committee to review platform/FOB widths for future constructions/remodelling of Railway platforms.

Ref: Your DO No.CE/P&D/Misc. dt. 12-3-1990 addressed to Exec. Dir.(Land Management), Railway Board.

....

The Report of the Committee mentioned above has been scrutinised and instructions to Railways are being prepared. The Recommendation No.1 and 2 refer to the number of passengers dealt with per minute per metre, based on which the width of platform and FOB including stairway is to be determined. From the Report, it is not clear how the number of passengers dealt with per minute will be determined. This may kindly be elaborated so that unambiguous instructions can be issued to the Railways.

Yours sincerely,

23/12

(S.M. Singla)

Shri Ashok Kumar,
Chief Engineer(General),
Northern Railway,
Baroda House,
NEW DELHI.

(162)

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

No. 90/CEDO/SR/9.

रेल भवन, नई दिल्ली-110001, दिनांक 19
Rail Bhavan, New Delhi-110001, dated 31-12-91.

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

Sub:- Running of 12 axle 120t RAPP Special Wagon on Northern Railway.

In view of the position explained in your application No. 519-W/548 dated 30-11-90 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated for the running of modified 12 axle 120t RAPP Special Wagon to RDSO's Drawing No.WD-89032-S-02 Alt.Nil on Ghaziabad-Mughalsarai B.G.Section of your railway at a maximum speed of 15 Kmph when loaded and 25 Kmph when empty for transporting 110t Steam Generator (with trunion bands removed).

The sanction is subject to the observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to the observance of all other conditions/stipulations made in your Joint Safety Certificate No.SLC/BG/32/1990 and all other certificates accompanying your application. As the consignment when loaded on the wagon infringes the Maximum Moving Dimensions of 1929. The sanction of the Competent Authority on your railway shall however be separately obtained for every ODC movement as detailed in para 2.36 of RDSO's Speed Certificate.

The Ministry of Railways also condone the infringement to item 16 of Chapter IV(A) of B.G.Schedule of Dimensions (1973) involved in the movement of the wagon as detailed in Form-XI accompanying your application referred to above. Necessary sanction for running of this wagon on the remaining 93 sections shall however be issued by Commissioner of Railway Safety, Northern Circle direct in terms of his letter No.267/1339/12 Axle 120-T/RAPP Wagon dated 4-9-91.

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

(163)

No.90/CEDO/SR/9. New Delhi, Dated 31-12-1991.

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)/90-Vol.II dated 22-11-1991.

2) The Commissioner of Railway Safety, Northern Circle, Hazratganj, Lucknow - 226001, with reference to his letter No. 267/1339/12 Axle 120-T/RAPP Wagon dated 4-9-1991. Sanction for running of RAPP Wagon on Ghaziabad-Mughalsarai section of Northern Railway has since been issued from this office, necessary sanction for running of this wagon on the remaining 93 B.G.Sections of Northern Railway may now be issued from your end.

3) The Director Standards (Wagon), R.D.S.O., Lucknow - 226011.

(S.M.SINGLA)
for Secretary Railway Board.

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

(164)

No.89/CEDO/SR/11.

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dated 31-12-91.

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

Sub:- Provisional running of Bogie open rapid bottom discharge Coal Hopper Wagon type 'BOBR' in empty and loaded condition Ex:Gomph-Mohuda B.G.Route on South Eastern Railway.

In view of the position explained in your application No.G/Wagon/BOBR(TY) dated 15-1-91 sent through the Chief Commissioner of Railway Safety Lucknow, the sanction of Ministry of Railways is hereby communicated to the provisional running of B.G.Bogie open rapid bottom discharge Coal Hopper Wagon type 'BOBR' to RDSO's Drawing No.WD-86013-8-01 Alt.3 fitted with CASNUB 22 W(M) bogies, having an axle load of 20.32t in ~~empty and~~ loaded condition at a maximum speed of 50 Kmph. or at the sectional speed whichever is less on Gomoh-Mohuda B.G.Section of your railway.

The sanction is subject to observance of all permanent and temporary speed restrictions in force and/or those that may be imposed from time to time. It is further subject to observance of all other conditions/stipulations made in your Joint Safety Certificate No.19/90 (Rev), RDSO's Speed Certificate and all other certificates accompanying your application referred to above.

The infringements involved in the design of the above 'BOBR' Wagon have already been condoned under this office letter No.85/WDO/SR/1 dated 16-12-88.

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

P.T.O.

(165)

No.89/CEDO/SR/11. New Delhi, Dated 31-12-91.

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)/90-Vol.II dated 22-11-1991.

2) The Commissioner of Railway Safety, South Eastern Circle, 14, Strand Road, 12th Floor, Calcutta - 700001, with reference to his letter No.711/257/74 dated 10-9-1991.

3) The Director Standards (Wagon), R.D.S.O.,Lucknow-226011.

(S.M.SINGLA)
for Secretary Railway Board.